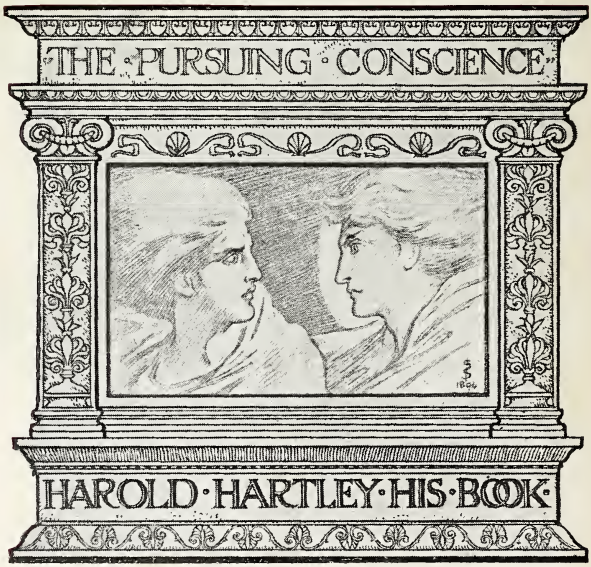
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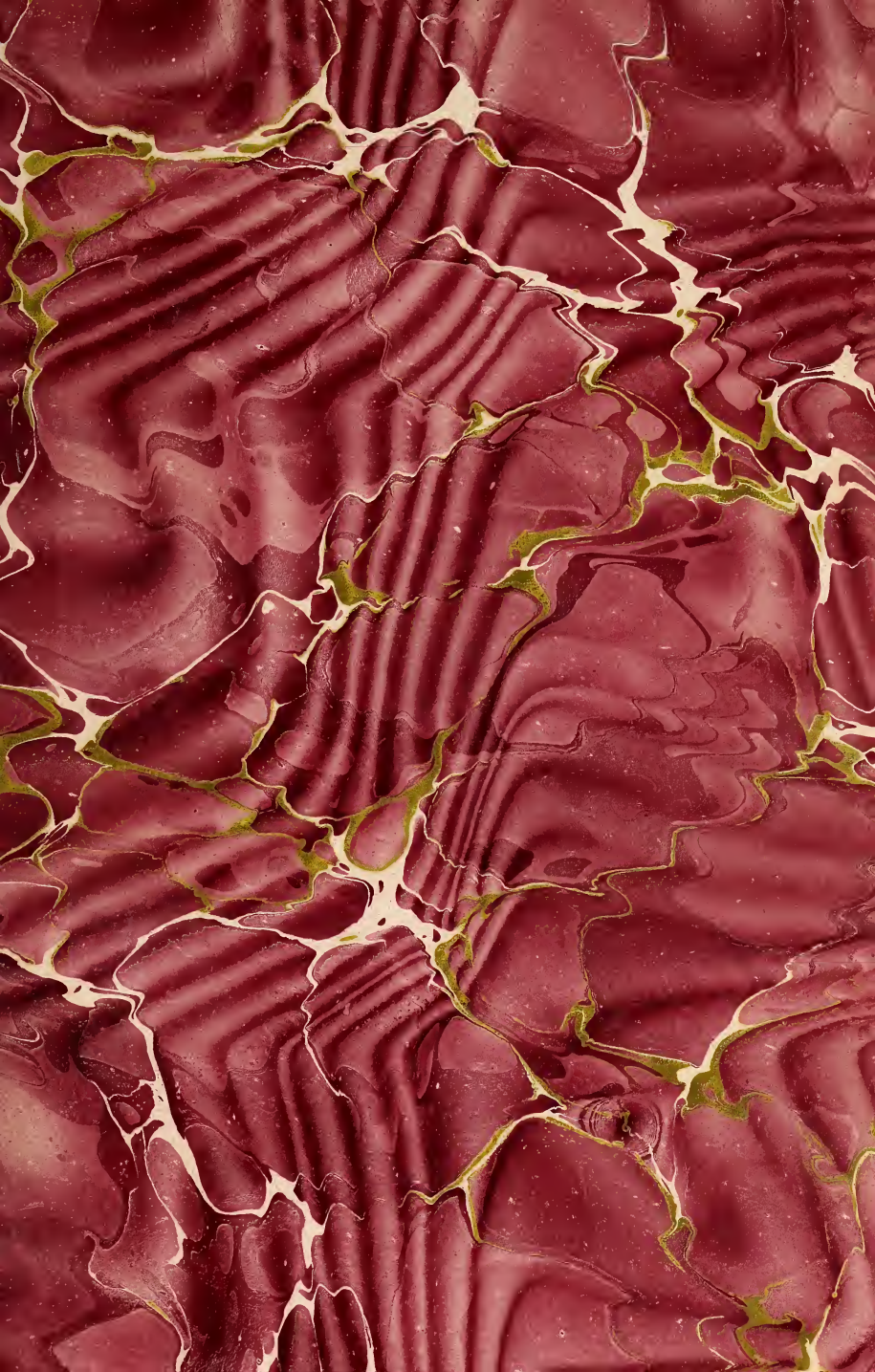

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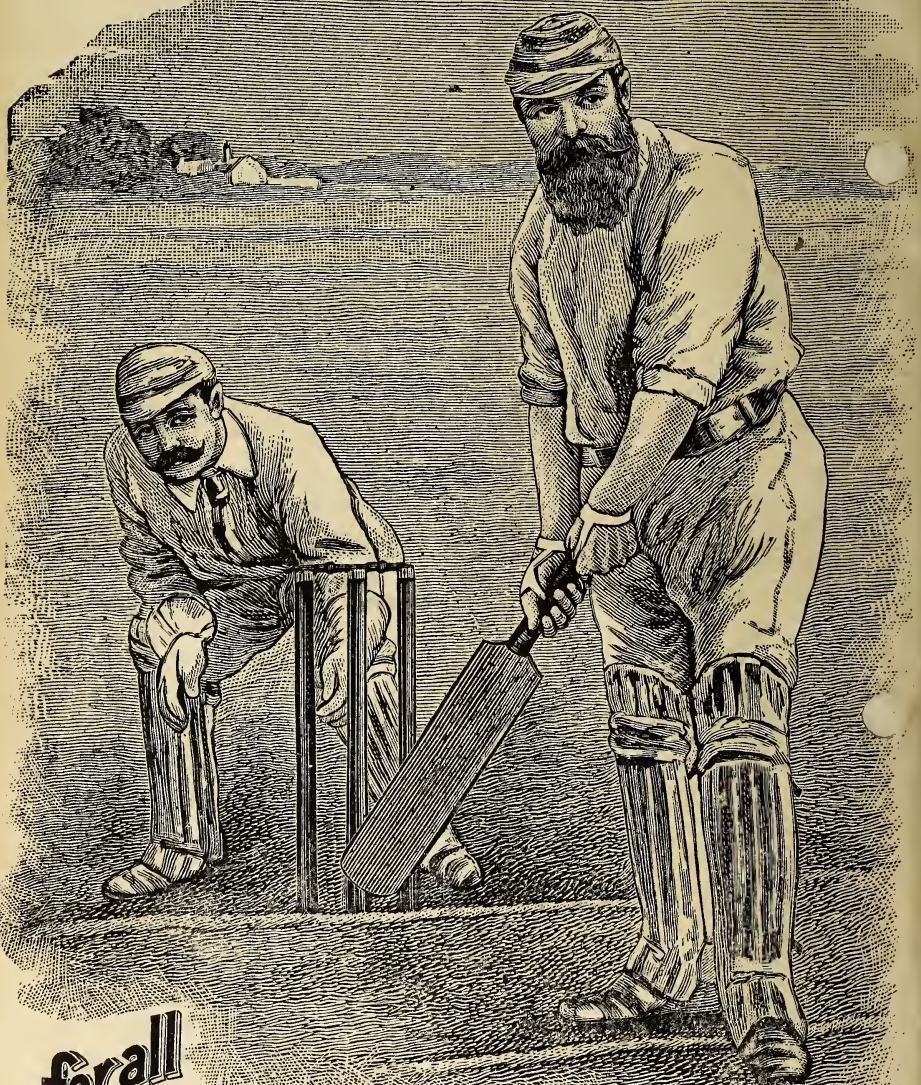

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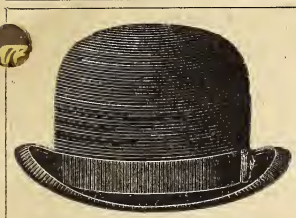

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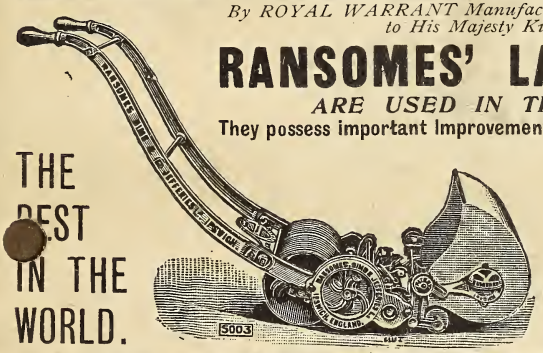

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WESTERN GARDENS.

From 1 to 3.

1—MARCH	"Viscount Nelson"	*Zehle*
2—SELECTION ...	"Merrie England"	*German*
3—OVERTURE ...	"Fingal's Cave" ...	*...Mendelssohn*
4—SELECTION from the	"Nutcracker" Suite ...	*Tschaikowsky*
5—VALSE	"Liebesträume"	*Ertl*

Interval of 15 Minutes.

6—SELECTION ...	"I Pagliacci" ...	... *Leoncavallo*
7—CHANT SANS PAROLES	...	*Tschaikowsky*
8—LARGO	...	... *Handel*
9—SELECTION ...	"La Poupée" ...	... *Audran*
10—GRAND MARCH ...	"Galatea"	*George Miller*

From 7.30 to 11.

1—The March of the Red Marines ... ... *German*
2—Ballet Suite ... "L'Arlésienne" ... ... *Bizet*
3—Cornet Solo "I'll sing thee songs of Araby" ... *Clay*
Cornet: Musician S. Bass.
4—Ballade ... ... *Stewart Macpherson*
5—Valse ... "Geschichten aus dem Wiener Wald" ... *Strauss*

Interval of 15 Minutes.

6—Selection ... ... "Faust" .. .. *Gounod*
Euphonium—Sergeant Williams.
7 { (*a*) Bavarian Dance ... ... *Elgar*
{ (*b*) Mazurka Militaire "Sabre au Clair" ... ... *Missa*
8—Overture ... "Rule Britannia" ... *Schindelmeisser*
9—Piccolo Solo ... "Kinloch o' Kinloch" ... ... *O'Connor*
Piccolo—Musician P. Murphy.
10—Selection ..."The Duchess of Dantzic" ... *Caryll*

Interval of 15 Minutes.

11—Reminiscences of England ... ... *Godfrey*
12—Valse ... ... "Vision" ... ... *Waldteufel*
13—Overture ... "William Tell" ... ... *Rossini*
14—Old English Hornpipes .... ——

"Arethusa" Training Ship Band.

WESTERN GARDENS.

From 4 to 5.30.

March	"The Miner's Gale"	*G. Allan*
Waltz	"Mistletoe"	*R. Harvey*
Fantasia	"Holiday"	*J. Nelson*
Polka	"Helena" ...	*S. Wadson*
Barn Dance ...	"Festivale"	*A. Adair*
Galop	"The London Post"	*J. Kay*

WM. ARMSTRONG,
Bandmaster.

EXHIBITION NAVAL BAND.

CONDUCTOR—A. VENANZI.

QUEEN'S COURT.

From 12 to 2.30.

1—MARCH	"Gasparone"		*Millocker*
2—WALZER	"Hebe"		*Waldteufel*
3—OVERTURE	"Manschaft an Bord"		*Suppé*
4—SELECTION	"Sergeant Brue"		*A. E. Godfrey*
5—VARIOUS	"A Bedouin Love Song"		*C. Pinsuti*
	Interval of 15 Minutes.		
6—GRAND MARCH	"Coronation"		*Eilenberg*
7—SPANISH DANCES No. 1			*Moszkowsky*
8—BALLET MUSIC	"Britannia's Realm"		*Landon Ronald*
9 (*a*) SONG	"For all Eternity"		*Mascheroni*
(*b*) WORLD RENOWNED MENUET			*Paderewski*
10—CAKE WALK	"Nigger Alley"		*Andrew*

IMPERIAL COURT.

From 4.30 to 7.

1—MARCH	"Rivoli"		*Roth*
2—WALZER	"Dans les Nuages"		*Waldteufel*
3—OVERTURE	"Athalie"		*Mendelssohn*
4—CORNET SOLO	Selected Mr. LE MERCIER.		
5—SELECTION	"The Prince of Pilsen"		*Luders*
	Interval of 15 Minutes.		
6 (*a*) SONG	"The Children's Home"		*Cowen*
(*b*)	"Trot de Cavalerie"		*Rubinstein*
7—WALZER	"Nuit Etoilee"		*Waldteufel*
8—SELECTION	"Voyage in a Troopship"		*Miller*
9 (*a*) SONG	"The Last Good Bye"		*Morelli*
(*b*)	"Serenade"		*Moszkowsky*
10—POLKA	"Mirette"		*Dupret*

IMPERIAL COURT.

From 9 to 11.

1—MARCH	"Das Spitzentuch der Konigin"		*Strauss*
2—WALZER	"Sobre las Olas"		*Rosas*
3—OVERTURE	"Si j'etais Roi"		*Adam*
4—SELECTION	"My Lady Molly"		*S. Jones*
5—PICCOLO SOLO	Selected Mr. HULLEY.		
6—SELECTION	"The Cingalee"		*Monckton*
7 (*a*) MELODIE			*Paderewski*
(*b*) ENTRACTE GAVOTTE			*Gillet*
8—WALZER	"Lagunen"		*Strauss*
9—MARCH	"Coontown Chimes"		*Webster*

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Conductor—Mr. EDMUND HINTON.

IMPERIAL COURT.

From 12.30 to 3.30.

1—GRANDE MARCHE ... "Entry of the Gladiators" ... ... *Fucik*

2—OVERTURE ... ... "Zampa" ... ... *Herold*

3—GRAND SELECTION ... ... "Faust" ... ... *Gounod*

Founded by Barbier and Carre on Gothe's "Faust." Produced at Paris, March 19th, 1859; and in England at Her Majesty's, London, June 11th, 1863; and at Covent Garden, July 2nd, 1863.

Including—"Scene de l'eglise"; Chœur—"Paresseuse fille"; Chœur—"Kermesse"; Valse et Chœur—"Chanson du Roi de Thule"; Trio—"Anges purs, Anges radieux"; Chœur—"La Mort de Valentin"; Chœur des soldats,—"Gloire immortelle"; and Finale Act I.

4—AMERICAN SKETCH ... "The Swanee River" ... ... *Myddleton*

5—SELECTION ... ... "H.M.S. Pinafore" ... ... *Sullivan*

Including—Chorus, "We sail the ocean blue"—Song, "I'm called little Buttercup"—Chorus, "Let us give three cheers"—Song, "When I was a lad I served my term"—Chorus, "Carefully on Tip-toe stealing"—Aria, "A Maiden fair to see"—Finale, Act I, "For a British Tar is a Soaring Soul"—"Sorry her lot who loves too well"—Boatswain's Song, "For he himself has said it"—Trio, "Never mind the Why and Wherefore."

6—VALSE ... ... "Luna" ... ... *Lincke*

Interval of 20 Minutes.

7—OVERTURE ... ... "Poet and Peasant" ... ... *Suppé*

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8—GRAND SELECTION ... "Cavalleria Rusticana" ... ... *Mascagni*

9—DESCRIPTIVE PIECE ... "The German Patrol" ... ... *Eilenberg*

10—SELECTION ... ... "Veronique" ... ... *A. Messager*

Chorus—"His Military Mien"; Songs—"Sweet Lisette"—"The Swing Song"—"Take Estelle and Veronique"; Finale Act II; "The Letter Song"; Chorus—"Please sir we want"; Duet—"Dear little Donkey"; Opening Chorus Act II; Duet—"Ah well"; Chorus—"Hush"; Song—"Auntie please tell me"; Finale Act I, and Finale Act III.

11—PICCOLO SOLO ... "The Deep Blue Sea" ... ... *Brewer*

(*Soloist*: Musician T. BICKNELL.)

12—SELECTION ... ... "Iolanthe" ... ... *Sullivan*

Including—"Chorus of Fairies"—"Chorus of Peers"—"In Friendship's Name"—"None shall part us"—"Sentry"—"Lord Chancellor"—"When I first went to the bar"—"When Britain really ruled the Waves"—"Oh foolish fay"; Finale to Act I.

QUEEN'S COURT.

From 7.0 to 11.0 p.m.

1—MARCHE ... ... "Argandab" ... ... *Thompson*

2—OVERTURE ... ... "William Tell" ... ... *Rossini*

3—CORNET SOLO ... ... "The Lost Chord" ... ... *Sullivan*

(*Soloist*: Musician F. DALE).

4—GRAND SELECTION ... "Lohengrin" ... ... *Wagner*

Composed in 1847, produced at Weimar under the direction of Liszt, August 28th, 1850, and in England at Covent Garden, May 8th, 1875. Herr Kappey has arranged a fine selection from the Master's grand Opera, commencing with the Introduction to Act III., and including the popular Bridal Chorus; Lohengrin's Song in the Bridal Chamber, and other popular numbers.

5—PATROL ... ... "The Crack Regiment. ... ... *Tobiana*

6—SELECTION ... ... "The Catch of the Season" ... ... *Haines and Baker*

Including "Tempo di Marcia"—"The Gibson Girls"—"My Singing Bird"—"Molly O' Halloran"—"Cigarette"—"A Quaint Old Bird"—"If I were King of Babylon"—"I'll be a good little Girl"—"The Church Parade."

7—MORCEAU CARACTERISTIQUE "Eine Nacht in der Schweitz" ... ... *Hume*

8—VALSE ... ... "Donau Wellen" ... ... *Ivanovici*

Interval of 15 Minutes.

9—SELECTION ... ... "The Mikado" ... ... *Sullivan*

Including—Chorus, "Behold the Lord High Executioner."—Solo and Chorus, "A Wandering Minstrel"—Duetto, "The Flowers of Spring"—Trio, "Three Little Maids from School"—Song, "Tit Willow" (Cornet Solo)—and Finale, "For he's gone and married Yum Yum."

10—SERENADE (Whistling) ... "The Warblers" ... ... *Perry*

11—SELECTION ... ... "The Cingalee" ... ... *Caryll*

12—INTERMEZZO ... ... "Anona" ... ... *Vivian Grey*

Interval of 15 Minutes.

13—SELECTION ... ... "The Orchid" ... ... *Caryll and Monckton*

Including—Octet, "Off to the Ball"—Song, "Advertisements"—Quintet, "Oh, Mr. Registrar"—Song, "Little Mary"—Fancy Dress—"Come along with me"—"From far Peru"—"The Emperor of Sahara"—"I must propose to you"—"Bedelia and Valse"—Finale Act I.

14—HIGHLAND PATROL ... ... "The Wee Macgregor"... ... ... *Amers*

15—SERENADE ... ... "Sizieletta" ... ... *Von Blon*

16—HUMOROUS PIECE ... ... "The Mosquito's Parade" ... ... *H. Witney*

MARCHE ... ... "The Garb of Old Gaul" ... ...

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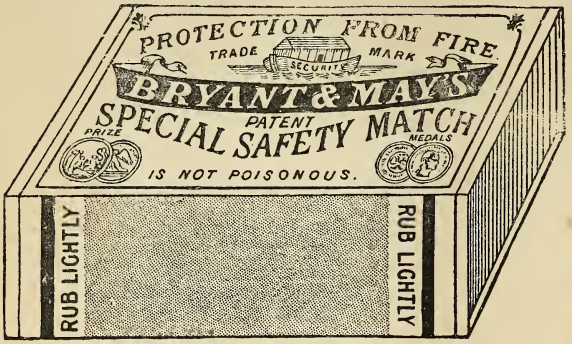

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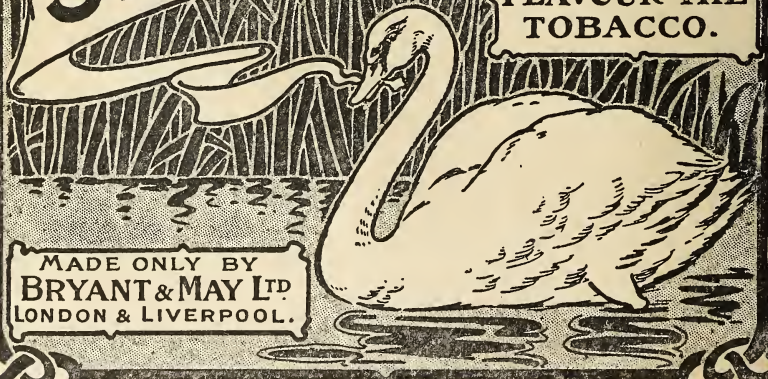

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MAY.

1	S.	Battle of Bantry Bay, 1689.
2	M.	Review by George III. at Spithead, 1778.
3	Tu.	Anson defeated La Jonquière off Finisterre, 1747.
4	W.	*Apelles* recaptured near Etaples, 1812.
5	Th.	*Orpheus* took *Duguay Trouin*, 1794.
6	F.	*Speedy* took *Gamo*, 1801.
7	S.	Nelson's *Victory* launched at Chatham, 1765.
8	S.	*Northumberland* taken by a French squadron, 1744
9	M.	Boats of *Melampus*, etc., in Gourville Bay, 1795.
10	Tu.	*Wizard's* four days' chase of *Requin* began, 1808.
11	W.	Rangoon taken, 1824.
12	Th.	*Tiger* aground, surrendered to the Russians, 1854.
13	F.	*Flora's* boats cut out *Mondovi*, 1798.
14	S.	*Pallas* engaged *Minerve* in Aix Road, 1806.
15	S.	Munden took St. Helena from the Dutch, 1673.
16	M.	Swanton raised the siege of Quebec, 1760.
17	Tu.	*Thetis* and *Hussar* took *Raison* and *Prévoyante*, 1795.
18	W.	*Beaver* captured *Oliver Cromwell*, 1777.
19	Th.	Battle of Barfleur, 1692, Rodney and Guichen, 1780.
20	F.	Byng's action off Minorca, 1756.
21	S.	Capitulation of Bastia, 1794.
22	S.	*Northumberland* and *Growler* took two French frigates, 1812.
23	M.	*Melpomene* beat off twenty Danish gunboats, 1809.
24	Tu.	Forcing of the Strait of Kertch, 1855.
25	W.	Charles II. landed at Dover, 1660.
26	Th.	*Primrose* attacked off Bilbao, 1585.
27	F.	Indecisive action of *Venus* and *Semillante*, 1793.
28	S.	Solebay, 1672. Indecisive action between Prince Rupert and De Ruyter, 1673.
29	S.	*Shah* and *Amethyst* engaged *Huascar*, 1877.
30	M.	*Flora* captured *Castor* (Dutch), 1781.
31	Tu.	Embarkation of Henry VIII. for Field of the Cloth of Gold, 1520.

JUNE.

1	W.	Lord Howe defeated Villaret-Joyeuse, 1794. Beginning of the Four Days' Fight, 1666.
2	Th.	Battle off the Gabart Sand, 1653.
3	F.	James, Duke of York, defeated Opdam, 1665.
4	S.	Indecisive action between Rupert and De Ruyter, 1673.
5	S.	Massacre of *Cossack's* boat's crew at Hango Head, 1855.
6	M.	George, Lord Anson, Admiral of the Fleet, died 1762.

7 T. Belleisle capitulated, 1761.
8 W. Boscawen took *Alcide* and *Lys*, 1755.
9 Th. *Southampton* captured *Utile*, 1796.
10 F. Loss of the *Arab* off Brest, 1796.
11 S. Death of Captain Sir John Franklin, 1847.
12 S. Action with the Dutch off the Lizard, 1652.
13 M. The treasure ship *St. Anne* captured, 1761.
14 T. Dutch in the Medway, 1667.
15 W. Prince William Henry (William IV.) entered the Navy, 1779.
16 Th. Loss of the transport *Megpera*, 1871.
17 F. Cornwallis's retreat, 1795.
18 S. *Arethusa* engaged *Belle Poule*, 1778.
19 S. Capture of the *Dainty*, Captain Hawkyns, 1594.
20 M. Suffren and Hughes, 1783.
21 Tu. Lords Essex and Howard of Effingham sacked Cadiz, 1596.
22 W. Loss of *Victoria*, 1893.
23 Th. Bridport's victory off Isle de Groix, 1795.
24 F. Edward III. defeated the French off Sluis, 1340.
25 S. Sir John Harman's victory off Martinique, 1667.
26 S. *Firebrand* and *Fury* engaged Russia batteries, 1854.
27 M. Robert Sincock, baatswain, made post-captain, 1689.
28 Tu. *Reindeer* taken by U.S. sloop Wasp, 1814.
29 W. Naval reconnaissance off Cronstadt, 1854.
30 Th. Battle of Beachy Head, 1690.

JULY.

1 F. Captain Leopold M'Clintock sailed in the *Fox*, 1857.
2 S. Admiral Sir Robert Calder born, 1745.
3 S. Byron sailed on his voyage of discovery, 1764.
4 M. Lord Berkeley, bombarded St. Malo, 1695.
5 Tu. Hughes and Suffren (3rd action), 1782.
6 W. Byron and d'Estaing at Santa Lucia, 1779.
7 Th. British boats took seven Russian gunboats off Hango, 1809.
8 F. Batteries destroyed at Sulina, Mouth of Danube, 1854.
9 S. Rear-Admiral Sir Michael Seymour died, 1834.
10 S. *Amazon* lost in Channel, 1866.
11 M. Alexandria bombarded, 1882.
12 Tu. Saumarez's victory in the Gut of Gibraltar, 1801.
13 W. Hotham's action off Hyères, 1795.
14 Th. *Surprise* captured *Wild Cat*, 1779.
15 F. *Lion* took *Santa Dorotea*, 1798.
16 S. Captain B. M. Strouts, R.M.L.I., killed at Peking, 1900.
17 S. *Euryalus* engaged off Toulon, 1810.
18 M. H.R.H. Prince of Wales (King Edward VII.) made Hon. Admiral of the Fleet 1887.
19 Tu. Battle of Spithead, 1545; *Mary Rose* lost.
20 W. *Shearwater* engaged by *Ajax* and *Amelie*, 1810.
21 Th. Cutting-out of the *Chevrette*, 1801.

NELSON. By L. Abbott.

22	F.	Calder's victory off Ferrol, 1805.
23	S.	*Pallas* engaged two Spanish xebecs, 1762.
24	S.	Gibraltar captured, 1704.
25	M.	The Earl of Huntingdon's victory, 1417, N. Foreland, 1666.
26	Tu.	*Greyhound* and *Harrier* took three Dutch ships, 1806.
27	W.	Keppel and d'Orvilliers off Ushant, 1778.
28	Th.	Relief of Londonderry, 1689.
29	F.	Battle of Gravelines, 1588.
30	S.	*Kingfisher* burnt off Rhode Island, 1778.
31	S.	Monk defeated Tromp, who fell 1653.

AUGUST.

1	M.	Battle of the Nile, 1798.
2	Tu.	*Tigress* taken by Danish gunboats, 1808.
3	W.	Pocock and d'Aché (2nd action), 1758.
4	Th.	*Belliqueux* captured *Concorde*, 1800.
5	F.	Hyde Parker and Zoutman on Dogger Bank, 1781.
6	S.	*Blenheim* engaged *Marengo* and *Belle Poule*, 1805.
7	S.	"Death of Robert Blake," 1657.
8	M.	"Sir Robert Holmes's Bonfire," 1666.
9	Tu.	Captain Frederick Marryat died, 1848.
10	W.	Battle with the French off Brest, 1512.
11	Th.	Battle of Cape Passaro, 1718. Texel, 1673.
12	F.	Fatal attack on Commander J. G. Goodenough, 1875.
13	S.	Battle of Malaga, 1704.
14	S.	*Bellone* took *Courageux*, 1761.
15	M.	Action off Kagosima, 1863.
16	Tu.	*Isis* engaged by *César*, 1778.
17	W.	Surrender of the Dutch Fleet, Saldanha Bay, 1796.
18	Th.	Boscawen defeated De la Clue, 1759.
19	F.	*Sybille* captured *Chiffonne*, 1801.
20	S.	Naval Brigade occupied Port Said, 1882.
21	S.	Capture of the Taku Forts, 1860.
22	M.	*Stag* took *Alliance* (Dutch), 1795.
23	Tu.	Capture of Hong Kong, 1839.
24	W.	Hubert de Burgh defeated Eustace the Monk, 1217.
25	Th.	*Seine* captured *Vengeance*, 1800.
26	F.	Bombardment of Zanzibar, 1896.
27	S.	Badiley defeated by Van Galen, off Elba, 1652. Bombardment of Algiers, 1816.
28	S.	Dutch ships in the Nieuwe Diep taken, 1799.
29	M.	"Espagnols sur Mer," 1350.
30	Tu.	Storij surrendered his squadron to Vice-Admiral Mitchell, 1799.
31	W.	The last fight of the *Revenge*, 1591.

SEPTEMBER.

1	Th.	*Vanguard* lost in collision with *Iron Duke*, 1874.
2	F.	Pocock and d' Aché (3rd action), 1759.
3	S.	Hughes engaged Suffren (4th action), 1782.
4	S.	American vessels destroyed at Martha's Vineyard, 1778.
5	M.	Malta capitulated, 1800.
6	Tu.	*Phaeton* and *Anson* took *Flore*, 1798.
7	W.	Loss of the *Captain*, 1870.
8	Th.	Stayner's action off Cadiz, 1656.
9	F.	Royal Marines at Kassassin, 1882.
10	S.	Bombardment of Bayrouth, 1840.
11	S.	Downie defeated by Macdonough on L. Champlain, 1814.
12	M.	Trial of *Bounty* mutineers, 1792.
13	Tu.	Naval Brigade at Tel-el-Kebir,1882.
14	W.	Loss of *Phœnix*, 1882.
15	Th.	*Hermes* abandoned under Fort Bowyer, 1814.
16	F.	Admiral Sir William Penn died, 1670.
17	S.	*Castor* and *Pique* captured Caiffa, 1840.
18	S.	Sailing of Anson's expedition, 1740.
19	M.	Naval Brigade in Crimea re-embarked, 1855.
20	Tu.	Lestock at Lorient, 1746.
21	W.	Commander Wyatt Rawson died of his wounds, 1882.
22	Th.	Mutiny of the *Hermione*, 1797.
23	F.	*Bonhomme Richard* took *Seripis*, 1779.
24	S.	John Leake, gunner, made master and commander, 1688.
25	S.	Loss of the *Tilbury* off Louisburg, 1757.
26	M.	Admiral Nicholas Haddock died, 1746.
27	Tu.	Landing party defeated at St. Malo, 1758,
28	W.	Battle of the Kentish Knock, 1652.
29	Th.	Horatio Nelson born, 1758.
30	F.	Loss of the *Crane*, 1814.

OCTOBER.

1	S.	Knowles's victory off Havana, 1748.
2	S.	Admiral Viscount Keppel died, 1786.
3	M.	*Indefatigable* and consorts took or destroyed 4 frigates, 1804.
4	Tu.	*Alexandrian* took *Epicharis*, 1797.
5	W.	Loss of Balchen's *Victory* and all hands, 1744.
6	Th.	Action between *Quebec* and *Surveillante*, 1779.
7	F.	*Censeur* and part of a British convoy taken, 1795.
8	S.	*Dartmouth* blew up in action with *Glorioso*, 1747.
9	S.	*Russell* captured *Glorioso*, 1747.
10	M.	Forbin's victory off the Deadman, 1707.
11	Tu.	Camperdown, 1797.
12	W.	Battle of Vigo, 1702.
13	Th.	Defeat of Americans on Lake Champlain, 1776.
14	F.	Hawke's victory off Finisterre, 1747.
15	S.	*Edgar* blew up at Spithead, 1711.

16 S. Smeaton's Eddystone Lighthouse first lighted, 1759.
17 M. Lord Hawke died, 1781. Bombardment of Sevastopol, 1854.
18 Tu. *Lively* took *Valeur*, 1760.
19 W. Admiral of the Fleet Sir T. J. Cochrane died, 1872.
20 Th. Battle of Navarino, 1827.
21 F. Battle of Trafalgar, 1805.
22 S. *Association*, with Sir C. Shovell, lost 1707.
23 S. The *Bulldog* at Cape Haytien, 1865.
24 M. *Proserpine* took *Alcmène*, 1779.
25 Tu. Calliope took *Comtesse d'Hambourg*, 1810.
26 W. *Hannibal* took *Neckar*, 1781.
27 Th. Canton taken 1856. Vitu taken 1890.
28 F. *Pasley* captured *Rosario*, 1801.
29 S. Leake took 6 French vessels at Gibraltar, 1704.
30 S. Best's victory off Surat, 1612.
31 M. *Antelope* took *Belliqueux*, 1758.

Memories of Our Navy.

By Professor J. K. LAUGHTON.

In the centenary of the battle of Trafalgar, the memory of the glorious life and the heroic death of Nelson is at once the cause and the leading feature of the present Exhibition. Hero worship is in the air, and in a steady breeze sweeps through our galleries. Here you may see portraits of Nelson taken at different stages of his career, portraits of him as a midshipman, as a lieutenant, as a captain, as an admiral; portraits showing him with the natural number of eyes and arms, or with the reduced number which hard service gradually obliged him to be content with. There have been men who have shared in as much hard fighting as Nelson, perhaps even more, and have gone through it all without a wound. Sir Edward Berry, for instance, who was in eight general actions, besides numerous incidental skirmishes, and was by Nelson's side in all the rough work of the "Agamemnon," at St. Vincent, and in the battle of the Nile; a stormy petrel of men, so much so that when, as captain of the "Agamemnon," he joined the fleet off Cadiz just before Trafalgar, Nelson exclaimed "Here comes Berry! Now we shall have a fight." Well, Berry went through it all with scarcely a scratch, though he is said to have, on one occasion, performed an involuntary somersault, in consequence of a shell bursting between his legs. But Nelson, on the contrary, seldom went into action without receiving some shrewd reminder of the enemy's activity; so that on coming home from the Mediterranean in 1800, he could write:—

"*Wounds received by Lord Nelson.* His eye in Corsica.—His belly off Cape St. Vincent.—His arm at Teneriffe.—His head in Egypt.—Tolerable for one war."

At Copenhagen he was not wounded, but to make up for the omission, the wound he received at Trafalgar was mortal; and as everyone knows, he died a few hours after (No. 183), just as the decisive nature of the victory was made certain. And as you walk round the galleries, you will see spirited pictures of all the battles which have made his name famous:—St. Vincent (Nos. 14 and 196 to 198), the Nile (Nos. 218 to 221), Copenhagen (Nos. 209 to 214), and Trafalgar (No. 8), and the great panorama in the grounds; not, it must be remembered, exact plans, for no one then or since, has been able to describe, let alone paint, the incidents of any battle at sea, and especially of Trafalgar, with any approach to correctness—but pleasing pictures, near enough to the reality to convey a general understanding of what did go on.

And besides the pictures, we have here numerous things which

belonged to Nelson—medals, swords of honour, and such like—and articles of daily use, which have been in the possession of his family or friends ever since his death. I will more especially call attention to Nos. 268 and 269, lent by the Hon. Alexander Nelson Hood. The genuineness of these interesting memorials is absolutely certain, which is more than can be said of many others, even where the balance of probability is in their favour. For it must always be borne in mind that our manufacturers are very ingenious, very enterprising, and sometimes not too scrupulous; that they can without fail produce what they want, or what they believe there is a demand for—from Hindoo idols to Nelson relics. The number of writing desks, for instance, which I have been assured belonged to Nelson—the very desk at which his last letter was written—is almost incredible; and though it is not for a moment to be supposed that such things can find their way in here, I have seen and heard of silver cups and plates and other things, bearing such inscriptions as "From Emma to Nelson" or "Nelson to Emma"—which must have been engraved on them at a much later date, by some ignorant dealer, who hoped in this way to enhance the value of his wares.

The mention of Emma's name necessarily leads me to say a few words about this remarkable woman, whose beauty looks out on us from the paintings of Romney and others (Nos. 184 to 188). In the story of most men, the very name and still more the personality of their mistress is altogether unknown, or may, at any rate, be passed over in discreet silence. With Nelson it is otherwise; he made such a boast of his intimacy with Lady Hamilton, and so closely and publicly identified his private life with hers, that it is impossible to speak of one without referring to the other. And yet, through all, Nelson was most particularly careful of her good name: much more so than was she, who, by preserving all his letters to her, has permitted modern enquirers to tear down the veil of pretence in which he had enveloped their liaison, and to see it as it really was. For this, his sin, the stern moralist cannot acquit him of blame, but the patriot will weigh it lightly against the great and noble service he rendered to his country. As Captain Mahan has eloquently said:—"Sharer of our mortal weakness, he has bequeathed to us a type of single-minded self-devotion that can never perish. 'His body is buried in peace, but his name liveth for evermore.'"

With the memory of Nelson must ever be associated that of the many brave men, his companions in arms; and of these, the grandest is Sir John Jervis (Nos. 316, 379, 381), created Earl of St. Vincent, in honour of the splendid victory he gained off Cape St. Vincent on St. Valentine's Day, 1797. On that day the English Fleet consisted of only fifteen sail of the line, and the numbers of the enemy were much larger. Bit by bit, as they were made out through the fog, they were reported to the Admiral. "Eight sail of the line, Sir John." "Very well, sir." Then twenty sail were reported; twenty-five; twenty-seven. "Enough, sir," said Jervis, "no more of that. The die is cast, and if there are fifty sail I will go through them." Captain Hallowell, whose ship had been wrecked a few

were before, and was now serving as a volunteer on board the "Victory," forgetting all about Naval etiquette in his enthusiasm, patted the Admiral on the back, exclaiming, "That's right, Sir John; by God, we'll give them a damned good licking."

Hallowell was, in many respects, a remarkable man; a splendid officer—one of the "band of brothers" who won the great victory at the Nile; American born, with a strong dash of American humour, rather grim sometimes—as when, after the battle of the Nile, he had a coffin made out of the wood of the mainmast of the "Orient," the French three-decker which was blown up, and sent to Nelson, as though to remind him that, notwithstanding his triumph, he was still mortal. Nelson accepted the coffin, and, some seven years later, was actually buried in it. Unfortuntely, we have here no portrait of Hallowell, or rather of Carew, as—late in life—he became, on succeeding to a considerable property. "Twenty years ago," he said, "it would have been indeed a blessing, but now I am old and crank." He died in 1834, but the name, in the person of one of his descendants, still continues in the service.

In popular estimation, no officer in the Navy was so closely connected with Nelson's career as Collingwood (No. 380). This is partly true, but the association has been greatly exaggerated, probably—or indeed, certainly—because Collingwood was second in command at Trafalgar, and on Nelson's death became commander-in-chief. There are, indeed, some who, by a curious confusion, speak of him as sharing the command with Nelson. In point of fact, though all that could be wished as a second—a fine seaman, cool in danger, brave as his sword—as a commander-in-chief he was never able to obtain a clear understanding of the situation, and was possibly also wanting in the contempt of responsibility which had especially distinguished his predecessor. Still, his participation in the glories of Trafalgar, and his succeeding to the command, led the Government of the day, and popular opinion, to rank him as second only to Nelson, and—when Nelson was gone—as the only possible successor. He remained at his post for some years, and though failing health warned him to return to England, he yielded to the wish of the Admiralty, not—as is often said—because the Navy did not hold anyone else equal to the exigencies of the Mediterranean command, but because the Duke of Clarence, afterwards William IV., was very anxious to be appointed to it; because the Admiralty were convinced that the Duke was the most unsuitable man in the list of admirals, and Collingwood was the only one whose prior claim the Duke was willing to recognise. So Collingwood stayed on till his death in 1810—five years after the battle of Trafalgar, which had given him his peerage. No. 1,011, a seal which belonged to Collingwood, and must have been engraved for him, bears the inscription: "England expects everything. Men, do your duty." A curious travesty of the immortal signal.

The name of Sir William Hoste (No. 576) scarcely occurs in the story of Nelson's career, for he was many years younger than Nelson;

but was brought up by him from the time of his first entering the Navy, on board the "Agamemnon," in 1793, till Nelson, in consequence of the loss of his arm at Teneriffe, returned to England in the autumn of 1797. By Nelson's influence he was promoted to the rank of captain in 1802, being then a few months over twenty-one. He proved to be one of the rare instances in which his early promotion was advantageous to the service and the country. In October, 1805, he was in command of the frigate "Amphion," attached to the fleet before Cadiz, under Nelson; but, as the battle was not immediately expected, he was despatched, on October 15th, to Algiers, with a diplomatic message to the Dey. He rejoined the fleet some three weeks after the battle, of which he then heard for the first time. "Not to have been in the battle," he wrote to his father, "is enough to make one mad; but to have lost such a friend besides, is really sufficient to almost overwhelm me. . . . . I like my ship very much; as the last gift of that excellent man I shall ever consider her, and stay in her during the war."

And this, in fact, he did almost literally, so that the name of "Amphion" is for ever, in our Naval annals, associated with that of Hoste. For the three years immediately following Trafalgar, he was principally employed on the coast of Spain, where, in destroying signal stations and batteries, cutting out gun-boats or merchant ships, and bringing prizes out of enemy's ports—adventures which, even in Marryat's novels, are exceptional, but in Hoste's biography, are everyday occurrences—he won a most brilliant reputation for himself and the crew of the "Amphion." In 1808 he was sent as senior officer into the Adriatic, both shores of which were then in the occupation of the French; and here again, he destroyed their signal stations and batteries, and put a complete stop to the coasting trade, on which, in such a rugged country, the enemy's troops, and even the inhabitants, were dependent for their supplies. The pressure he thus brought on the French was so great, that at last, in 1811, they got together a squadron of frigates, three French and three Venetian, vastly superior not only in the number of ships, but in guns and in men, and determined to crush him. The result falsified their expectations; it was Hoste that crushed them in the battle of Lissa (Nos. 635, 643, 661), March 13th, 1811. The "Amphion" is distinguished by the commodore's broad red pennant; the English and the French ships by their national colours; the Venetian by the short-lived flag of the Venice of that date—red, with a large white diamond, charged with a blue wreath. In the end, of the enemy's six frigates, one, the flagship, was driven on shore and burnt; two were captured (see in No. 605 the "Bellona" with the English flag above the Venetian), another surrendered, but afterwards succeeded in escaping, and the other two fled. When Hoste's four frigates, with their prizes, arrived at Malta, the whole garrison spontaneously turned out to cheer them. But this was only an incident—the most showy, perhaps, but by no means the most remarkable in Hoste's remarkable career, the full account of which calls for a volume of

its own ("Memoirs and Letters of Sir William Hoste"), not a mere page in an Exhibition Catalogue.

Keats—Sir Richard Goodwin Keats—is another name, which must always be closely associated with that of Nelson, though the modest engraving (No. 553) does not seem to emphasize the connection. He was with Nelson during the wearing years of the Toulon blockade; and though his ship—the "Superb"—was almost falling to pieces, he refused to go home, and succeeded, by a remarkable combination of resolution and seamanship, in keeping the sea. He was even able to accompany Nelson to the West Indies, but only by the allowances for the bad sailing of the "Superb," which Nelson was willing to make. There was, no doubt a good deal of grumbling about the delay, and Nelson wrote to him in soothing, almost affectionate language, to beg him not to fret, and to assure him that he knew the "Superb" was doing all that was possible. On their return, it was found absolutely necessary to give the ship a thorough refit, and thus he was absent from Trafalgar. He did not join the fleet till November 15th, still hoping to be in time. Afterwards Sir John Duckworth hoisted his flag on board the "Superb," and went in her to the West Indies, where he won the victory of San Domingo, unique in the completeness of the result—the capture or destruction of every ship of the French squadron. As the action began, whilst the band on the "Superb's" poop was playing "God Save the King" and "Nelson of the Nile," Keats brought out a portrait of Nelson, which he hung on the mizen stay; and there it remained throughout the battle, untouched by the enemy's shot, though dashed with the blood of a seaman who was killed close beside it. Keats continued serving throughout the war, and in 1821 was appointed Governor of Greenwich Hospital, where he died thirteen years later.

Captain W. Price Cumby (No. 320) was the first lieutenant of the "Bellerophon" at Trafalgar, and on the death of his captain, John Cooke (No. 369), who was killed, succeeded to the command. Cumby was an excellent, but not particularly distinguished, officer, and in naval story is perhaps best known as having been sentenced, by Lord St. Vincent—without a court-martial—to go home for three months' leave, and to dine with him on his return, as a punishment for having amused the commander-in-chief with a quaint, if, perhaps, irreverent parody of the third chapter of Daniel. The story, which is much too long to give here, will be found at length in Tucker's "Life of Earl St. Vincent," Vol. I., pp. 391 and following.

No. 16, (cf. Schetky's spirited sketch No. 674) show the Fighting "Téméraire" in the position from which she derived the familiar epithet. Our readers are, of course, familiar with the picture by Turner in the National Gallery, and with the numerous engravings photographs and copies of it; but these, to one who thinks of the past are mournful reminders of an old-time greatness, and might be likened to a picture of a funeral procession. The "Téméraire" being dragged up the river by a Thames tug, to be broken up and sold for fire-

wood, is a melancholy view to take of that glorious ship, which, as the smoke of Trafalgar cleared away, was seen lying, dismasted indeed, and for the moment helpless, but with an enemy's ship, equally helpless, a prize on each side of her. On that day she was commanded by Captain Eliab Harvey—a collateral descendant of the famous physician, William Harvey, and himself a man distinguished rather for his high spirit and impetuous character than for any particular skill as a seaman or an officer. In his youth, by reckless dissipation and plunging, he seems to have encumbered a very handsome estate; but, learning by experience, he sobered down, though to the last his temper was apt to burst through the bounds of conventionality and discipline. At the end of his career he was guilty of a remarkable lapse, which may well be recalled to memory. It was in connection with the celebrated attempt on the French squadron in Basque Roads (Nos. 478, 480), in 1809, by Lord Cochrane.

Cochrane himself, better remembered now as the Earl of Dundonald (Nos. 476, 481, 482), never served with Nelson, never even on the same station, and, brilliant officer as he was, had no experience and no knowledge of naval war on the grand scale. As a partisan leader, our Navy has never known his superior; if we could except Hoste, we might say has never known his equal; but, except in the attempt in Basque Roads, he never served in company with a large fleet. A man of extraordinary genius for irregular war, a student of chemistry and natural philosophy, a born engineer—if ever there was one—he devised some most destructive "explosion vessels," and suggested to Lord Mulgrave, then First Lord of the Admiralty, that it might be well to try the effect of these on the French squadron lying in Basque Roads. Mulgrave approved of the suggestion, and ordered the trial to be made; but he insisted that no man could possibly be so fit, or had so good a right to make it as Cochrane himself. It was in vain that Lord Cochrane remonstrated, and explained to the First Lord that sending him, a junior captain, specially out to command the enterprise would be considered as a direct slur on every admiral and captain in the fleet. Mulgrave could not, or would not, understand the point of Naval etiquette, and so, much against his will, Cochrane went. Of course, the unpleasantness which he had foretold occurred, and Harvey, at this time an admiral, and second in command—on whom, by rights, the command of such an enterprise should have devolved—broke out into the most violent invectives against Lord Gambier, the commander-in-chief. When he went to the length of calling him a damned, psalm-singing old woman, a canting methodist, a hypocrite and a cheat, it is not surprising that he was presently tried by court-martial and dismissed the service; and, though reinstated by special grace, in recognition of his splendid service at Trafalgar, he was never employed again. I am, fortunately, not called on to express an opinion as to the truth or falsehood of Harvey's allegations. The memory of Gambier is not dear to Naval officers, and

there is no portrait of him in the Exhibition. He had already protested against Cochrane's plan as inhuman and too horrible, and though his scruples had been over-ruled, and Cochrane did make the attempt, Gambier's neglect to support it brought it to nought. Virtually, though not technically, on the charge by Cochrane, he was tried by court-martial for neglect of duty; and, though formally acquitted, he lives in history as the man whose want of nerve, whose want of moral courage lost a very great opportunity.

There are here many other pictures recalling passages in the adventurous career of Lord Cochrane. The capture of the Spanish frigate "Gamo" (No. 647) represents a story which finds a place in every school-book of adventure. Nos. 644 and 653, the "Pallas," shows the frigate in which Cochrane made his remarkable escape from three Spanish line-of-battleships, and returned to Plymouth with a great gold candlestick, five feet high, on the truck of each mast. It was for this ship that he had previously issued the curious poster (No. 1792), calling on seamen to join. It is a point to notice that the summons is a very business-like affair, and appeals not to honour, not to love of country—to "England, home and beauty"—but simply to the chance of picking up "pewter" and "cobs"—silver ingots and dollars.

The mention of dollars naturally brings up the remembrance of the capture of the Spanish treasure ship "Hermione" in 1762. The Spanish Government, intending to declare war in aid of the French, had waited till they believed all the treasure ships had arrived safely, but they were a little "too previous," and the belated "Hermione," with a cargo worth considerably more than half a million sterling, fell into the hands of two small English cruisers stationed off Cadiz, to look out for any such stragglers. The number of the captors being small, the shares were very large, perhaps the largest on record, the petty officers receiving nearly £2,000 each, and the seamen about £500. Each of the captains got £65,000. Such-like pieces of good fortune, though, of course, exceptional, were always held to be possibilities, and when a captain was known to be keen, active, and, above all, lucky, it was no difficult thing for him to man his ship, and man her well; otherwise she might be kept lying at Portsmouth or Plymouth for many weeks, and at last be manned by a draft from the county jail. This should always be remembered when the severity of naval discipline in the old war is spoken of.

But, no doubt, there were abuses, and some captains proved quite unfit to be trusted with the arbitary power vested in them. This was clearly the case with the captain of the frigate "Hermione," whose crew, driven mad by the brutality of their captain, killed him, murdered all the other officers, and handed the ship over to the Spaniards at La Guayra, on the Spanish main. This was in the year of the mutinies, 1797; but in 1799, when she was lying at Porto Cabello, fully manned and ready for sea, she was seized and brought out (No. 739) by Captain Edward Hamilton, in the boats of the

frigate "Surprise." The story has often been told, but will be read with living interest as long as the heart beats quicker in response to the recital of brave deeds. Here are two portraits of Sir Phillip Durham (Nos. 363, 366), who commanded the "Defiance" at Trafalgar, and served with distinction through the war (Nos. 347, 348), both before and after the great battle, but is still best known by his connection with the celebrated loss of the "Royal George." It is rather curious that it should be so celebrated, for other shipwrecks, in themselves more sensational—the "Royal Charter," for instance are almost forgotten, whilst the foundering of the "Royal George" is familiar to every schoolboy. The only suggestion I can offer is that the memory of it has been kept alive by Cowper's little poem, which contains as many mis-statements of fact as it is possible to crowd into the number of lines. "A land breeze shook the shrouds"—which is absurd, "and she was overset"—which is not true. "Her timbers yet are sound"—a downright falsehood, the blame of which, however, does not lie at Cowper's door; "and she may float again"—only the Admiralty, the Navy Board and the permanent officials took very good care that she should not; for they knew that her timbers, far from being sound, were rotten throughout, and that she sank because, from sheer rottenness, a large part of her bottom broke away and fell out. They knew it, and those of them who did not know it before had read it in the minutes of the court-martial on Captain Waghorn and Mr. Durham, who was officer of the watch at the time; and they knew also that if the vessel was weighed her state would be discovered, and that they, rightly or wrongly, would be the objects of the public wrath. So the vessel was not weighed, although several attempts were seemingly encouraged. The official world, in fact, did not dare to refuse to attempt the weighing her, any more than they dared succeed in doing it.

So the fiction that was put in circulation, with a very definite purpose, and was accepted by Cowper, has been very generally believed, and may, perhaps, be accountable for the enormous number of things "made from the wood of the 'Royal George.'" Quite possibly some of these are genuine, and it may be assumed that those exhibited here are so; but it is very certain that there are more such samples of the wood of the "Royal George" in circulation than ever the "Royal George" could have supplied, even if her timbers had been sound. As the most of them, and of her planking, were touchwood, the fragments of her that were sound cannot have afforded much in the way of memorials.

When the "Royal George" went to the bottom she was preparing to go out with the fleet under Lord Howe (No. 321) for the relief of Gibraltar, then besieged in force by the Spaniards. Rear-Admiral Kempenfelt (No. 549) had his flag flying on board her, and as Cowper —in this instance correctly—says, he went down with the ship. A man of great gallantry, and very great ability, though want of interest, most probably, had delayed his promotion, so that, though

only a junior admiral at the time of his death, he was older by a year than Rodney, and several years older than Howe.

Howe is, of course, best known by his victory over the French fleet off Ushant—"the glorious first of June," 1794 (Nos. 328, 329), but in the opinion of the sailors of his time, and of French historians, his finest piece of work was his relief of Gibraltar, in 1782, in face of a vastly superior French and Spanish fleet. It has always been the fashion to speak of the battle off Ushant as "the glorious first of June," and, in truth, it came very opportunely to revive the drooping spirits of the nation; but, even at the time, there were many naval officers who complained bitterly that the advantage gained had not been followed up as it might and should have been, and we may be quite sure that a similar neglect ten years later would have been followed by a court-martial and a reprimand to the commander-in-chief, as did, in fact, happen to Sir Robert Calder; but in 1794 England and Europe and the world had forgotten what Hawke had shown them thirty-five years before, and had not yet received the teaching of Nelson. Howe had served with Hawke, and had specially distinguished himself in the battle of Quiberon Bay; but on the "first of June"—whether from the exhaustion of age, as is commonly said—though he was two years short of seventy—or from the evil counsel of the captain of the fleet, he neglected to push the advantage to a decisive issue.

Twelve years before, Rodney had committed the same mistake on the "12th of April," the battle of Dominica (No. 335); and though, in the gloom that was then hanging over the country, and amid the general sense of failure and defeat, it was welcomed as the greatest and most glorious victory that had ever been won, there were not wanting severer critics, who denounced Rodney's conduct as childishly incompetent. Quite the most severe of these was the second in command on that great day, Sir Samuel Hood (No. 372), made Lord Hood for his share in the victory. Hood did not love Rodney, who was, in truth, enfeebled by sickness rather than age—he was sixty-three; and after the battle went on board Rodney's ship to urge him to order a general chase, and to follow up the beaten enemy. Rodney considered that to do so would be imprudent, and might expose our windward islands—Barbados, St. Lucia and others to very great danger. Hood did not agree with him, and though we can now see that Hood was right and Rodney was wrong, we must not forget that the responsibility was on Rodney's shoulders, not on Hood's; and that Rodney probably knew much better than Hood the terribly low ebb at which the British navy then stood, and that any disaster would be irreparable. Still, Hood was very angry, and in his private letters wrote most bitterly of the neglect. "Had I, my dear friend"—he wrote in one—"had the honour of commanding His Majesty's noble fleet on the 12th, I may, without the imputation of much vanity, say the flag of England should now have graced the sterns of upwards of twenty sail of the enemy's ships of the line." Hood was, in fact,

in very much the position that Nelson was in on March 14th, 1795, when he urged Hotham to follow up the advantage then gained; and Rodney, as if he had been prescribing Hotham's answer, replied to Hood:—"Come, we have done very handsomely as it is."

It was in the year after this that Nelson, then captain of the "Albemarle," on the coast of North America, first made the acquaintance of Hood, who seems to have been quick to mark the intelligence and energy which animated the feeble body. Afterwards, when Hood was a Lord of the Admiralty—first sea lord, as it would now be called—he may have formed an unfavourable opinion of Nelson's discretion in quarrelling with the commander-in-chief and the civil governors in the West Indies; and every reader of Nelson's life will remember how firmly he believed that, during the years 1797–1799, Hood was not his friend. When, however, the great war broke out, when Hood went to the Mediterranean in chief command, and Nelson with him, as captain of the "Agamemnon," the two men worked together with zeal and devotion, and we have Nelson's recorded belief that Hood was "take him altogether, the best officer that England has to boast of. Lord Howe," he added, "is certainly a great officer in the management of a fleet but that is all; Lord Hood is equally great in all situations which an admiral can be placed in." That Nelson, as a young lieutenant, had learned much from Locker and his recollections of Hawke, is familiarly known; to some extent his debt to Hood has been overlooked, but a careful study of their two careers, and of Hood's letters, will show how deep was the impression he made on the captain of the "Agamemnon."

Hood's brother, Lord Bridport (No. 365), also a distinguished officer, loses by comparison with Hood; but the mention of him may remind us that these two brothers, sons of a very unpretending country parson, and with little interest beyond what they made for themselves, rose to the highest rank in the service, both won peerages, and made more easy the way of their cousins, Alexander Hood, captains of the "Mars," when she took the "Hercule" (No. 445), and Sir Samuel Hood, who commanded the "Zealous" in the battle of the Nile, and died when commander-in-chief in the East Indies.

We are indebted to the Corporation of Ipswich for several most interesting pictures, including No. 367, portrait, by Reynolds, of Sir Edward Hughes, commander-in-chief in the East Indies, 1780—83, and known in naval history by his five indecisive battles with the French Admiral Suffren, which are the subjects of Nos. 322 to 327.

In the picture of the second action (No. 323), labelled as "off Ceylon," but properly called "Providien," there is a peculiarity which will catch the naval or artistic eye. Hughes was vice-admiral of the blue, but it will be seen that the ships are fighting under the red ensign.—As far as I know, the fact that this was actually the case

is not mentioned in any of our naval histories, but is noticed in the Journal of Suffren, published only a few years ago. The entry stands thus:—"At 10 a.m. hoisted our colours; the English struck their blue ensigns, and hoisted red ones." The actual fighting began at 1.40 p.m., on the 12th April, the same day that Rodney was engaged with another French fleet in the West Indies.

Another of these Ipswich pictures (No. 448) is Sir Philip Broke, Captain Broke, of the "Shannon"; and if you don't remember about him ask the first schoolboy you can catch to tell you—to tell you how "Brave Broke he waved his sword"—you'll see him doing it in No. 450, "Crying now, my lads, we'll board"; and how "We no sooner heard the word, than we all jumped aboard," and the picture shows the artist's idea of how they did it.

Other pictures that you must notice are Nos. 608, 638, which show how the little "Penelope" hung on to the huge French "Guillaume Tell," hampering her flight as she was trying to escape out of Malta, till first the "Lion," and then the "Foudroyant" (Nos. 11, 458), came up, and compelled her to yield. No. 127 is a facsimile of part of the letter which Berry, the captain of the "Foudroyant," wrote to Nelson immediately afterwards. The writing, the blots, the whole letter, are eloquent of the excitement under which this hero of a hundred fights was labouring.

No. 33, with its inscription, "Nelson and Warren," is an interesting memorial of the year 1798, when the names of the two men—who never met on service—were coupled together in everyone's mouth. Nelson had just won the battle of the Nile; Warren had scattered and destroyed the French squadron (Nos. 334, 336), which was attempting to land troops in Ireland; and thus the song of the year, after telling how—

"With one of his precious limbs shot away
Bold Nelson know'd well how to nick 'em;
Which as for the French, is as much as to say
We can tie up one hand and then lick 'em";

continued—

"But while we're about it, let's loudly blend
The names of both Nelson and Warren;
And be thankful to Heaven there must soon be an end
To wars both domestic and foreign."

The Exhibition is primarily intended as a memorial of Nelson, and in these notes I have confined myself mainly to those subjects which more or less closely relate to Nelson's career. But it would be the greatest of blunders—though not a very uncommon one—to suppose that our Naval history begins with Nelson.

"Before great 'Agamemnon' reigned,
Reigned kings as great as he";

and many illustrious admirals adorned our history before Nelson was thought of. Here we have comparatively little to show about them, but some excellent pictures there are which must not be overlooked, and if the bare mention of them will awaken curiosity,

and guide the reader to look for himself what manner of men these were, well! I may say that he will find a sufficient account of most of them in the "Dictionary of Naval Biography." Here I will only call attention to No. 398, "Burial of Sir Francis Drake" at sea, off Porto Bello. He was buried in a leaden shell and a few years ago there was a proposal put forward by men—reputed to be sane—to dredge for the body, bring it to England, and bury it in Westminster Abbey. The proposal, fortunately, did not commend itself to the masters of finance; and though I do not for a moment suppose that the search would have been successful, the ashes of the mighty dead escaped the indignity of even the attempt.

No. 415, portrait of Admiral Russell, afterwards Earl of Orford, who, in 1692, won the battle of Barfleur (Nos. 416, 418), as a preliminary to burning a considerable part of the French fleet in the Bay of La Hogue. No. 406, Benbow, unlike the portraits generally seen, which are copied from the one in the Painted Hall at Greenwich. No. 538, Vernon, who "took Porto Bello with six ships," and afterwards, in the cause of temperance and morality, invented grog. Before that, the seamen on a foreign station received their ration of rum, brandy or arrack—half a pint—neat; drank it off at once, if they chose, and afterwards as much more as they could beg, borrow or steal. The necessary consequence was a fearful amount of bestial drunkenness, and the terrible crimes following in its wake, which Vernon's order checked to a very great extent. No. 552, Sir Peter Warren, who took Louisbourg in 1745, and by prize money there, and afterwards in the Channel, was probably the richest commoner of his time. His family had a narrow escape of being the richest the world has ever known: "rich beyond the dreams of avarice."—*Warren.* He had been for some years on the North American coast, had married at New York, and, by purchase and otherwise, owned some 500 acres of the land now covered by New York. Unfortunately for his descendants, the estate was sold by his immediate heirs very shortly after his death. He must not be confused with the other Warren—Sir John Borlase Warren, of No. 317, to whom he was not in any way related. No. , Hosier, known in history as the admiral who, by his judicious conduct in blockading the Spanish treasure ships at Porto Bello, prevented the outbreak of a European war in 1726; but to the general reader, more familiarily as the man whose ghost was said to haunt the West Indian seas.

But other names crowd in. It is impossible here to refer to them all, or the half of them; the Exhibition is an epitome of our Naval history; and the simplest commentary on it, as I have already said, is the "Dictionary of Naval Biography."

Polar Exploration.

By Admiral SIR ALBERT HASTINGS MARKHAM, K.C.B.

What a halo of romance encircles those two words, "Polar Exploration"! It has always had a strange fascination to the men of this country, ever since, and even prior to, the time that England became a great maritime nation. In our childhood we loved to peruse books containing exciting accounts of Arctic travel, and we were never tired of listening to the doughty deeds and perilous adventures of our forefathers in the regions of "thick ribb'd ice"; and in our manhood we were ever ready, when opportunities offered, to enrol ourselves among those specially selected few, who were despatched with the object of exploring those mysterious, because unknown, regions situated in high latitudes.

The history of Polar research, so far as this country is concerned (and it is only the work undertaken and achieved by this country that we shall deal with in this article) dates as far back as the Sixth Century, when we are credibly informed that King Arthur, in the second year of his reign, sailed with his fleet to Iceland, to subdue that island, and bring it under his subjection. Although Iceland is not actually within the limits of the Arctic circle, a voyage so far north, especially in those days, may fairly claim to be considered as a Polar one. Disregarding, however, this voyage, which is more or less of a mythical character, we come to one undertaken 300 years later, and recorded by no less a person than Alfred the Great. The account of this voyage, undertaken by the Norwegian Oth-here, shows that the North Cape was rounded, and the White Sea reached. Every place mentioned by King Alfred has been identified.

The next authenticated relation of a Polar voyage is mentioned by Richard Hakluyt, in his "Principal Navigations" published in 1589, and is given on the authority of Gerard Mercator, the famous Cartographer. The commander was a Franciscan friar, named Nicholas de Lynna, and he claims to have reached "the most northern islands of the world," but it is needless to say that it has been extremely difficult to identify and locate those islands! This was in the year 1360, during the reign of Edward the Third.

The next voyage, that had for its object the exploration of the northern regions, of which we have any knowledge, was undertaken in the reign of Henry VIII. In 1556 a small vessel, described as a pinnace, sailed from Gravesend on a voyage of discovery in the northern seas, under the command of Stephen Burrough, who had the reputation of being a brave and skilful navigator. The result of this voyage was the discovery of the strait separating Novaya Zemlya from Vaigatz Island, leading into the Kara Sea.

During the reign of Queen Elizabeth, several expeditions were despatched from England, not only with the object of ex-

LAST MOMENTS OF NELSON. By A. W. Devis.

ploration in high latitudes, but also for the prosecution of the whale fishery, which was then beginning to command public attention. The hardships and privations endured by those engaged in these expeditions, always in small and ill-found vessels, with coarse and unwholesome food, often in very limited quantities, are better imagined than described, but they show very clearly the enterprising spirit of the age. As an illustration of the dangers attending these voyages, it may be remarked that Sir Hugh Willoughby and his unfortunate crew, who set out full of vigour, full of zeal, full of determination to bring their voyage to a successful issue, were all found, the year after their departure, frozen to death on board their ill-fated vessel, a ghastly, but meritorious monument of courage and devotion.

During the latter part of the Sixteenth Century, that brave old navigator, John Davis, made three successive voyages, with the object of discovering a north-west passage from the Atlantic to the Pacific, during one of which he reached the high latitude of 72°—15 on the west coast of Greenland, in the strait which very properly bears his name. John Davis was practically the first of that long list of brave and skilful explorers, who have done so much to lift the veil which has so long effectually concealed from our view the hidden mysteries surrounding the North Polar regions.

In 1607 Henry Hudson sailed in a small vessel, with a crew consisting of ten men and a boy, with the full determination of sailing across the North Pole to India! Even in these days of steam, with all the experience we have gained during the last three hundred years, such a project would be regarded as somewhat reckless and fool-hardy; yet with such skill and perseverance did Hudson handle his frail little bark amid the Arctic ice-floes, that he actually reached the high latitude of 80°—30′, off the west coast of Spitzbergen, before he was compelled to retrace his steps. He subsequently made two other voyages to the north, in the last of which he was foully murdered by a portion of his crew, who, fearing his rashness would endanger their lives, cruelly set him adrift in a small boat, with his little son and nine men, in that large bay to the north of Labrador, which bears his name, and in which he is believed to have perished.

In the year 1614 an expedition, under the command of a Captain Joseph, sailed with the two-fold object of geographical discovery, and the capture of whales. It succeeded in reaching the latitude of 79°—34′ off the west coast of Spitzbergen, where its further progress to the northward was prevented by the impenetrability of the pack. The interest attaching to this expedition lies in the fact that it was on this occasion that the island of Spitzbergen was formally taken possession of, and annexed as a dependance of the British Crown. England's right of acquisition has never been disputed; possibly unfavourable climatic conditions, together with its comparative inaccessibility, have been of such a nature that there has been no desire on the part of other nations to induce them to attempt to wrest this jewel from the British Crown!

The next voyage of importance is that of William Baffin, who sailed in 1616, in a vessel named the "Discovery," of 55 tons burthen, for the purpose of discovering a north-west passage to India and far Cathay. He followed in the track of his predecessor, Davis, until he was stopped by ice in latitude 78°, and compelled to return. Baffin was not only a good seaman, but he was also a careful navigator, and a painstaking observer, and he succeeded in bringing home a very valuable series of magnetic observations, obtained at different points during his voyage. At his highest northern position he observed the variation of the magnetic needle to be as much as 56°, or five points westerly—or, as he quaintly expresses himself, "so that a course N.E. by E. is true north; a thing incredible and matchless in all the world besides"!

From the time of Baffin, for about 150 years, Arctic exploration was permitted to remain entirely in the background; other matters of interest and pressing emergency were occupying the attention of the country, to the detriment of Polar research. It was not until the year 1773 that the Government were aroused from this apathetic indifference to a renewal of geographical exploration in the far north, by the receipt of a memorial from the Royal Society, urging the desirability of despatching an expedition for the purpose of ascertaining how far navigation was practicable towards the North Pole.

This memorial met with the full approval of the Sovereign, and unable to withstand the pressure that was brought to bear upon it, the Government reluctantly consented to the despatch of an expedition. Two ships were accordingly fitted out for the purpose, under the auspices of the Admiralty, and they were placed under the command of Captain the Hon. Constantine Phipps. They sailed from the Nore on the 4th of June, 1773, and proceeded northwards by the Spitzbergen route.

They returned to England, after an absence of about four months, having reached the latitude of 80°—48′ when their further progress was stopped by heavy ice. From a geographical point of view, this expedition cannot be regarded as a great success, but it obtains interest from the fact that our great Naval hero, Nelson—the centenary of whose glorious death we are commemorating this year—served as a midshipman on board one of the ships.

In 1776 an Act of Parliament was passed, offering a reward of £5,000 to anyone who reached the 89th parallel of latitude. As no one seemed inclined to respond to this invitation, it was made still more tempting by a supplementary vote, offering the following awards:—£1,000 to the ship that should reach latitude 83°, £2,000 for crossing the 85th parallel, £3,000 for the 87th, £4,000 the 88th, and £5,000 for the 89th, or the Pole itself. It was thought that the offer of these large rewards would be an incentive to induce the captains of whaleships, or even enterprising yachtsmen, to take advantage of any favourable opportunity that might be afforded by an exceptionally open season, to make a dash through the pack, and thus enhance our geographical knowledge of the northern extreme of our globe.

In 1818 two Government expeditions were despatched from this country for the exploration of the far north. The command of one was given to Commander John Ross, with Edward Parry as his colleague, and their orders were to endeavour to discover a passage to the Pacific, by Davis Strait. The conduct of the other was entrusted to Commander Buchan, with whom was associated Lieutenant John Franklin. Their instructions were to attempt a passage to the Pacific by sailing across the North Pole; in fact, a somewhat similar enterprise to that undertaken by Henry Hudson, two hundred years before. Both expeditions returned, after an absence of about six months having failed in achieving the objects they had in view, but so far successful that they brought back valuable information regarding the position and condition of the ice in high latitudes.

We now come to Sir Edward Parry's famous attempt to reach the North Pole, in 1827. Experience had already demonstrated the impracticability of sailing in a ship to the Pole. It therefore occurred to Sir Edward Parry and Sir John Franklin, that the most feasible, and indeed the only, method of reaching that hitherto inaccessible spot, was by travelling over the ice with sledges, carrying boats to be used in the event of the disruption of the ice, or the finding of lanes of water in the pack leading in the required direction. This bold and somewhat ingenious proposal received the support of the Admiralty, besides that of many eminent scientific men, and other acknowledged authorities on the subject. A ship, specially strengthened for ice navigation, the "Hecla," was accordingly equipped and fitted out for the service, and Sir Edward Parry was placed in command. A safe harbour having been found on the north coast of Spitzbergen, the "Hecla" was securely moored in it, and Parry started off on his eventful journey on the 21st June, 1827. Although the idea appeared sound, and likely to lead to the desired result, there was one very important factor connected with its successful execution that had not been duly considered, and which was primarily the cause of its failure; this was the constant drift of the pack, during the summer months, to the southward, by which the gallant explorers found, to their intense mortification, that, as the season advanced, the ice, on which they were travelling, was drifting to the southward at a greater rate than they were advancing in a northerly direction. They were, therefore, much to their disappointment, after incredible exertions, accompanied by hardships and privations of a severe character, reluctantly compelled to abandon the attempt, and return to their ship. Such good progress, however, had they made, prior to the commencement of the southerly drift of the ice, that Sir Edward Parry had the gratification of reporting that he had succeeded in reaching the latitude of 82°—45′, a higher position than had ever previously been reached. Parry's great mistake was, of course, in attempting to carry out his project during the summer months. Had he passed the winter in the "Hecla," in the harbour in which he placed

her on the north coast of Spitzbergen, and started with his travelling parties early in the following spring, when the ice would have been consolidated in one extensive pack, he would undoubtedly have attained a very much higher position. It was, however, a very plucky and audacious scheme, and will always rank high among the many courageous attempts that have been made to solve the North Polar problem.

After this bold effort to reach the Pole, no further attempts were made to continue the interesting work of Arctic exploration, until the question of the search for the north-west passage was again revived in 1845. It was then decided to send out a couple of ships, the "Erebus" and "Terror" (which had just returned from exploring the Antarctic regions) in quest of this long-sought-for route, and the command of the expedition was entrusted to that old Arctic veteran, Sir John Franklin, who, at the time of his selection for this important and onerous post, was fifty-nine years of age! His orders were to make the best of his way up Lancaster Sound, to the neighbourhood of Cape Walker. Thence he was to push on, in as direct a line as possible, to Bering's Strait. Much, however, was left to his own judgment and discretion, and he was to be guided by any circumstances that might incidentally arise.

The ships sailed from Greenhithe on the 19th May, 1845. The last letters received from the Expedition were dated in the following July, and were sent home in a transport, which parted company from them off the Whalefish Islands, near the island of Disco, on the west coast of Greenland. One, and only one, last little glimpse of the ill-fated ships was obtained by a whaler, some twelve days after their departure from the Whalefish Islands, the captain of which, on his return to England, reported that they were made fast to a large ice-berg, and the crews were all well, and "in remarkable spirits expecting to finish the operation in good time," meaning, of course, the discovery of the north-west passage This was the last that was seen of them. Although traces of the two ships were found many years after, their subsequent proceedings, and their ultimate fate, must be left to the imagination to depict one of the saddest and most pathetic stories that has ever been related in connection with Polar enterprise. From scraps of information that have from time to time come to our knowledge from various sources, we are able to dovetail together what may be considered a fairly accurate account of the course, and the fate of the two ships, and those who served in them. Their first winter was passed at Beechy Island, where three lonely graves stand out in mournful testimony of their visit during the winter of 1845—6. After their release from the ice the following summer the ships proceeded to the westward, and observing a channel open to the south, separating North Somerset from Prince of Wales's Land, they entered it, hoping that if they could succeed in getting through, the last link in the chain would be forged, and the north-west passage would be accomplished. Heavy ice, however, was met with, through which they endeavoured to force their way inch by inch, until their further progress was eventually

stopped by the compactness of the ice-fields by which they were hemmed in. This was all the more aggravating, for their goal was almost in sight, only one hundred miles intervening between them and absolute success. But, alas, this distance was bridged over by a solid and impenetrable pack, in which the ships were inextricably and helplessly frozen. Here they were doomed to spend two successive winters.

Little did they imagine, when making the necessary preparations for passing the first of these winters, that their staunch old vessels that had carried them so far, would never again cleave the blue waters of the ocean, never again rise and fall on the heaving billows of the sea, never be released from the icy fetters which held them so relentlessly and so ruthlessly, until their poor battered hulls were rent and riven by the merciless ice which so cruelly imprisoned them.

We will not attempt to lift the veil that, happily perhaps, concealed the sufferings, the privations, the intense monotony, the eager hopes, to be succeeded by bitter disappointments, experienced by our unfortunate countrymen during those three long, dreary and anxious years. They are known only to Him, from whom nothing is hidden, and will never be revealed to mortal man.

Sir John Franklin died on the 11th of June, 1847, with the news ringing in his ears that the north-west passage had, practically, been achieved, by a travelling party despatched by him to the southward, the leader of which had sighted, from Cape Herschel, the continent of North America, and thus realised that the problem of the long-sought-for passage was solved. In the following year, namely 1848, seeing there was no hope of extricating the ships, and with nothing to look forward to but death from disease or starvation, the survivors abandoned the vessels, and started on their long, weary march to the southward, in the hopes of reaching the Great Fish river, where they expected to meet Indians, who, peradventure, might be able to supply them with provisions.

It was indeed a sad and weary march, and it is needless to say that they never reached their goal. Day by day did the strength of those sorely-stricken men decrease, and day by day did their sufferings and hardships increase. It was not until 1854 that traces of the overwhelming disaster that had befallen the entire party were discovered by Dr. Rae, and five years afterwards Sir Leopold McClintock brought home fuller and more authenticated details of the appalling catastrophe that had annihilated the whole expedition. In the various search expeditions that were sent out from this country in the hope of finding and succouring our gallant countrymen, much valuable and important geographical work was necessarily accomplished, notably by Captains Collinson, McClure, Austin, Ommaney, and Sir Leopold McClintock. The last-named officer, whose name will ever be associated with North Polar exploration, for the way in which he so successfully developed the art of sledge travelling over the ice, in his unrivalled journey in 1851—1853, discovered a cairn in 1858, in the neighbourhood of Cape

Victory, in which was deposited a record which tells us very briefly all we know of the fate of Sir John Franklin's expedition.* No other records, no journals, log books or other documentary evidence, have ever been found, but traces were discovered by Sir Leopold McClintock, which only too plainly told the story of their sufferings and their end.

The fate of this expedition having been definitely ascertained, all interest in further North Polar research appears to have subsided until the year 1875, when the Government was induced by the Geographical Society to despatch an expedition for the purpose of Polar exploration. The object of the Society was not to reach the Pole, but to explore the unknown area. The Admiralty made the Pole the main object. The ships selected for this purpose were the "Alert," and "Discovery," both steamers, and capable of steaming about eight knots. Captain George S. Nares was selected for the command, and Captain H. F. Stephenson was appointed to command the second ship. Nares had served as a junior officer in one of the ships engaged in the search for Sir John Franklin, and had, therefore, experience in ice navigation. At the time of his selection he was employed as captain of H.M.S. "Challenger," engaged in a scientific voyage round the world. He was an excellent officer, and a man of considerable scientific attainments.

The ships sailed from Portsmouth on the 29th May, 1875, and proceeded northward by way of Davis Straits and Smith Sound. In his instructions Captain Nares was informed that "the scope and primary object of the expedition should be to attain the highest northern latitude, and, if possible, to reach the North Pole." He was also told that "the main feature of the expedition should be a sledging attempt to reach the Pole."

Calling at the island of Disco, a number of dogs were procured, and the services of a couple of Eskimo dog drivers engaged. From the time of entering Smith Sound the ships encountered heavy and almost impenetrable ice, which seriously interfered with their progress, and necessitated the greatest vigilance and judgment on the part of those responsible for their navigation. On the 26th of August the "Discovery" was secured in snug winter quarters in Lady Franklin Bay, in latitude 81°—44′, the "Alert" continuing her lonely voyage northwards, threading her way between heavy floes of ice, the thickness of which was estimated at from 80 to 100 feet. On the 1st of September those on board the "Alert" had the gratification of realising that they had attained a higher latitude than had ever before been reached by a ship. But, shortly afterwards, their spirits were somewhat damped by finding their further progress in a northerly direction stopped by a heavy barrier of ice. The ship was accordingly secured in winter quarters in latitude 82°—27′, and on the following day she was completely frozen in. Much useful exploring work was done in the late autumn,

*A facsimile of this record is exhibited in the Polar Section of the Exhibition

and during the early spring following, and depots of provisions were established as far north as possible for the use of the sledging parties in the summer. Nothing could be done in the way of travelling during the winter, on account of the darkness that prevailed, the absence of the sun for a period of nearly 150 days effectually preventing any long excursions from the ship.

On the 3rd of April the extended sledge parties left the "Alert" on their work of exploration, the main party, under the command of Commander Markham, pushing northwards over the frozen sea, whilst others were engaged in exploring to the east and to the west. The weather was bitterly cold for some weeks after their departure, the thermometer often registering 90° below freezing point, while gales of wind and heavy falls of snow were of frequent occurrence. All these travelling parties did excellent work, and Commander Markham and his little band of men had the gratification of being the first to cross the 83rd parallel of latitude, and of ultimately reaching a position twenty miles further to the northward. More work would undoubtedly have been achieved, had not that dreadful disease, scurvy, broken out, and attacked the parties, completely crippling them and paralyzing all their gallant efforts to advance. After terrible hardships and sufferings nobly borne, they at length, though not without the help of relief parties sent out to their assistance, succeeded in reaching their ship, but with the loss of three of their number, who succumbed to the ravaging effects of the malady by which they had been attacked. Arriving at the conclusion that the Pole was impracticable from the position then occupied by his ship, and especially taken in conjunction with the lamentable experiences of his travelling parties, Captain Nares wisely decided upon returning to England, and acting on this decision, he arrived safely at Portsmouth with his two ships on November 2nd, 1876.

This is the last expedition that has been despatched by the Government of this country for the exploration of the North Polar regions, but it must be remembered that a great deal of useful and important geographical work has been accomplished in those parts by private individuals during the interval that elapsed since the return of Captain Nares.

The names of Allen Young and Leigh Smith will live for all time in the annals of Arctic enterprise, while through the munificence of Sir Alfred Harmsworth, an expedition under Mr. Jackson not only carried out a survey of the western part of Franz Josef Land, but was also able to afford valuable relief and substantial assistance to that successful Arctic explorer, Fridtjoff Nansen, after he had left the "Fram," and was making his way homewards.

Let us now turn our attention to the antipodes of the North Polar regions, namely that immense area of land, sea and ice situated in the Southern Hemisphere, and culminating at the South Pole. Until quite recently little or no public interest was centred in this direction; it was to the opposite end of the world that our thoughts and attentions were invariably turned, and there were good reasons for our doing so. In the first place our interest in the Arctic

regions was originally aroused by the hope of discovering a shorter route to India, through the ice-clad seas of the north, instead of by the long and often tempestuous voyage round the Cape of Good Hope. It was also more accessible to us, being situated within a short distance of our country, while the Antarctic regions were separated from us by many thousands of miles of dreary, storm-swept ocean. It is, therefore, not surprising that the exploration of the northern part of our globe received more attention at our hands than the southern part.

The first attempt to explore the Antarctic regions was made by one who has deservedly been called England's greatest navigator, Captain James Cook, nearly 130 years ago. He was directed to solve the question of the existence of a southern continent, as shown on maps since the time of Ortelius. His attempt to attain a high latitude was, however, frustrated by meeting closely packed ice, through which he was unable to penetrate, especially as his ship was in no way constructed or prepared for ice navigation. Having reached the latitude of 70° 10 S. he relinquished further attempts, and returned to the north. He sums up his remarks regarding his failure to penetrate further south in the following words—"the risk run in exploring a coast "in these unknown and icy seas is so very great that I can be bold "enough to say that no man will ever venture further than I have "done, and that the lands which may lie to the south will never be "explored." Cook's predictions at any rate in this particular instance, have not been verified, for his highest latitude has been exceeded by 667 miles. In 1823 Captain Weddell, an officer in the Royal Navy, but who was also an enterprising and energetic sealing captain, while following up his quest for seals, actually sailed 180 miles further to the south than the position reached by Cook.

It was not, however, until 1839 that a regular and systematic exploration of the Antarctic seas was carried out by this country.

In that year two specially strengthened ships, the "Erebus" and "Terror," one of which had already been employed on Arctic service, and which were the same two vessels that sailed subsequently under the command of Sir John Franklin (as already narrated in these pages), were despatched under Sir James C. Ross, who had won his spurs as an intrepid and skilful ice navigator in the Arctic regions, and who had achieved scientific renown by his discovery of the position of the North magnetic pole.

The ships sailed from England in September, 1839, and for a period of three years were engaged in persistent efforts to penetrate the ice on various meridians of longitude, and with such success that Ross had the gratification of reaching the high latitude of 78°—3′. In reaching this position he sailed for several miles along an impassable wall of ice, rising in some places to a perpendicular height of over 200 feet above the level of the sea, and to a depth of over 1,000 feet below the surface. Two peaks over 10,000 feet in height, named respectively Mounts Erebus and Terror, were observed to the south-west. They were both, undoubtedly, of volcanic origin, and from the summit of

CUTTING OUT OF LA CHEVRETTE. By J. P. de Loutherbourg, R.A.

one was observed dense columns of smoke, with intermittent flashes of flame, conclusively affording proof of its volcanic activity. The expedition returned to England in September, 1843, and the results were considered in every way satisfactory.

In the year 1894, the steam whaler "Antarctic," under the command of Captain Kristensen, sailed from Melbourne, in Australia, on a whaling and sealing voyage to the southern seas, and succeeded in reaching the latitude of 74°—10′. Captain Kristensen was able to land in the neighbourhood of Cape Adare, and thus had the honour and gratification of being the first to set his foot on the great southern continent, named Victoria land, after our late gracious Queen.

This cruise of the "Antarctic" is of great interest and importance, as illustrating what can be accomplished by a steam ship when well handled and competently commanded. It may be of interest to tate that the "Antarctic" was the first steamer that had ever attempted to penetrate the pack while endeavouring to reach a high latitude in the southern hemisphere.

In 1893 the Royal Geographical Society, fully alive to the importance of Antarctic exploration, resolved that an expedition should be despatched with this object in view. In order to ensure successful results it was considered as essential that the expedition should be under naval discipline, and therefore sent out under the auspices of the Admiralty. The Government, however, would not undertake the responsibility. The Society, though disappointed, were not downhearted by this decision, and they determined that an expedition should be despatched, and that an appeal should be made to the public in order to obtain the necessary funds. In February, 1899 the Royal Society consented to unite with the Geographical Society, in the despatch of a joint expedition. Funds to the amount of £46,996 (for more than half of which the Geographical Society was indebted to the generosity of one of their fellows, Mr. Longstaff) were subscribed, and Parliament contributed a grant of £45,000. A vessel was accordingly specially built and equipped, and named the "Discovery." The command of her was entrusted to a talented young naval officer, Commander Robert F. Scott, and the Admiralty were subsequently pleased to lend five other naval officers and thirty-two men, thus sharing in the responsibility connected with the despatch of the expedition. The "Discovery" was honoured by a visit from their Majesties the King and Queen, when she was lying off Cowes, on the 6th August, 1901, and she sailed the next day.

She entered the Antarctic ice on Christmas Day, 1901, and proceeding to the south, made a very careful examination of the great ice barrier, which they found to be occupying a position between twenty and thirty miles further south than it was at the time of its discovery by Ross, 60 years before. Commander Scott believed, for several reasons, that this huge and extensive mass of ice was afloat, but he had no opportunities of definitely verifying his supposition. A large extent of land was discovered to the eastward

of the ice barrier, which was named King Edward VII. land. Good winter quarters were found near the foot of Mount Erebus, where the "Discovery" passed two years. During that time an extensive system of sledge travelling was organized, and Captain Scott himself succeeded in reaching the high latitude of 82°—17′ S., while other important journeys were undertaken inland, and in other directions. During the second season Scott made a most important inland journey over the ice, at an elevation of 8,000 feet. It was not originally intended that the "Discovery" should remain out a second winter, but the ship was so firmly frozen in the ice that it was found impossible to release her on return of the first summer. The fact, however, of remaining a second winter was in reality a blessing in disguise, for it enabled them to more than double the value, especially from a geographical standpoint, of the results of the first winter. Two relief ships were sent out in 1903, but the "Discovery" had no difficulty in extricating herself from her icy bondage, and returned to England in September, 1904, when Captain Scott, his officers and men, received a deservedly warm and enthusiastic welcome. They brought back valuable information, with regard to terrestrial magnetism, geology, and meteorology, while seismic, pendulum and tidal observations were regularly recorded.

In contradistinction to the Arctic regions, quadrupeds are unknown in the Far South, and it is also destitute of anything of a vegetable nature, except lichens and mosses. Captain Scott's discoveries are of great interest, and are very valuable contributions to our knowledge of a portion of the world of which we know so little.

In bringing to a conclusion this somewhat condensed account of Polar exploration, it must not be forgotten that service in the icy regions of the extreme north and the extreme south, has contributed very largely to educate and to develop latent qualities in many of our great seamen, navigators and explorers, that would otherwise perchance have remained concealed, and their great services might, therefore, very possibly have been lost to their country. Polar experience has given us those brave old seamen, John Davis and William Baffin. It has produced that eminent navigator and explorer *par excellence*, Captain James Cook. It has given us Edward Parry, the prince of Arctic explorers,—James Ross, the discoverer of the north magnetic pole, and an intrepid explorer in both the Arctic and Antarctic regions,—John Franklin, whose name is indelibly associated with those northern regions for the exploration of which he ungrudgingly laid down his life,—Leopold McClintock, who, after long years had elapsed, discovered the fate of Franklin, and who perfected the system of sledge travelling; and last, but by no means least, our great Naval hero, Nelson, who among the ice-fields of the north, received the rudiments of that training and education that bore such good fruit in after years, in many a well-fought battle, eventually culminating in Trafalgar. As a proof that Polar service does not unfit men from excelling in the regular work of the Navy, it may be mentioned that Lieutenant Evans, who served in the Antarctic relief ship "Morning," and who

did excellent sledging work under Captain Scott, on his return to England, during gunnery practice on board his ship, succeeded in hitting the target five times out of ten shots, at distances varying from 1,800 to 2,300 yards, while the vessel was steaming at the rate of eleven knots. The size of the target was six feet by eight! In this short article only expeditions undertaken by England have been dealt with. But during the last fifty years other nations have shared with us the honour, and the dangers, incidental to Polar Exploration. The United States, Germany, Russia, Holland, France, Austro-Hungary, Sweden, Italy and notably Norway have all entered into friendly competition with us in our endeavours to add to the general geographical knowledge of the north and south extremes of our globe, and all have been rewarded with a greater or lesser proportion of success.

Let us hope that this friendly rivalry will long continue, until, at any rate, the entire planet that we live upon has been accurately and faithfully delineated on our maps.

RELIC CATALOGUE.

Princes Hall.

This particular display is in many respects unique, including as it does objects lent by the Lords Commissioners of the Admiralty that have never been exhibited to the public before.

Collection of Models, etc., lent by kind permission of the Lords Commissioners of the Admiralty.

PORTSMOUTH.

1 Torpedo Tube, 14″ V.D2., No. 385. Torpedo 14″ Mark VIII. S.L.
2 Torpedo Tube, 18″ S.R., No. 127. Torpedo 18″ Mark 1* S.L.

CHATHAM DOCKYARD.

3 Model of "Barfleur."
4 ,, ,, "Snake" and "Scourge."
5 Model of "Woodlark."
6 ,, ,, "Albatross."
7 ,, ,, "Mersey" and "Severn."
8 ,, ,, "Sheer-Hulk."
9 ,, ,, "Hood."
10 ,, ,, "Frolic," "Rifleman," etc.
11 ,, ,, "Dryad."
12 ,, ,, "Apollo" and "Andromache."
13 ,, ,, "Rodney."
14 ,, ,, "Bellerophon."
15 ,, ,, "Achilles" (Midship, Stern, and Aft part Sections.)
16 ,, ,, "Salamander" Class.
17 Figure Head of "Resolute."
18 ,, ,, "Redoubtable."
19 ,, ,, "Polyphemus."
20 ,, ,, "Serpent."
21 Shot from the "Victory," and sketch of sail.
22 Bell from "Dreadnought."
22A Particulars of Union Jack. Memorandums and Crosses.

PORTSMOUTH DOCKYARD.

23 Model of H.M.S. "Shah," unprotected cruiser. In 1877 this ship, in company with H.M.S. "Amethyst," fought the rebel Peruvian monitor "Huascar."
24 Model of H.M.S. "Vanguard," rammed and sunk by the "Iron Duke" in manœuvres off the Irish Coast, 1875.
25 Model of H.M.S. "Princess Mary," built at Portsmouth in 1737.
26 Model of H.M.S. "Edinburgh" (old).
27 Model of H.M.S. "Victory."
27A Model of H.M.S. "Princessa" (Spanish two-decker).
28 Model of two-decker in glass case, showing ship set up in cradle on launching ways.
29 Model of a wooden ship in frame.
30, 31, 32 Three models of wooden ships, showing bow and stern framing.
33 Model of "Ludlow Castle,"

DEVONPORT DOCKYARD.

34 Full Model of H.M.S. "St. Jean d'Acre," 81 guns, launched at Devonport in 1855.
35 Wooden frigate, in frame.
36 Model of French frigate "L'Espoir"—vessel on patent slip, made principally with bones by French prisoners.
37 Model of Joiners' and other workshops in Devonport Yard, carried in the Peace Procession in 1815.

38 Model of main gates of Devonport Dockyard, carried in the Peace Procession in 1815.
39 A piece of the last 19-inch cable manufactured in Devonport Dockyard.

ROYAL NAVAL COLLEGE MUSEUM, GREENWICH.

40 Model of H.M.S. "Swiftsure."—First-class Battleship, built in 1904, to the order of the Chilian Government. She was purchased just before her completion by the British Government. Her length over all is 475ft, 3ins. Displacement, 11,800 tons. Speed, 20 knots. She carries an armament of:—Four 10in. B.L. guns, fourteen 7.5in. Q.F. guns, fourteen 14pdr. Q.F. guns, two 12pdr. Q.F. guns, four 6pdr. Q.F. guns, four 1½in. Q.F. guns, four Maxim guns, two torpedo-tubes.

Collection of Models lent by The Elder Brethren Corporation of Trinity House, London.

41 Lightship, Old.—The Dudgeon Lightship, 1736. This Model represents the second Lightship placed on the coast of England (the first was at the Nore).
42 Light Vessel, No. 73, with fixed Lantern, the access to which is up the inside of the Mast, instead of by the external ladders used where the Lantern is made to lower on Mast.
43 Light Vessel, No. 74, with fixed Lantern as in No. 73, but fitttd with Revolving Dioptric Apparatus swinging on a pendulum to keep the beam of light level.
44 Small Model of design for the first Bishop Rock (Iron) Lighthouse, Scilly Isles.
45 Bishop Rock Lighthouse, 1858-1881.—Completed in 1858. The light was 110ft. above high water.
46 Bishop Rock Lighthouse. Present Lighthouse.—In consequence of injuries sustained through excessive strains, the Trinity House found it necessary to encase the older tower with granite masonry, and increase the height of the light by 36ft.
47 Maplin Pile Lighthouse.—Built in 1838, on Iron Screw Piles, on the North side of the Thames Estuary. The light is 36ft. above high water
48 Small Model Beacon on Gribben Head, Cornwall. Height of Tower, 84ft. Height of top above high water, 250ft. Erected, 1838.
49 Spanish Armada.—An Engraving showing the places of action between the English and Spanish Fleets.
50 The Frigates in the Hope.—An Aquatint, after W. Daniell. At the time of the threatened invasion by Napoleon one hundred years ago, the Trinity House volunteered to undertake the defence of the River Thames. This offer was gladly accepted by the Government, and ten Frigates were placed at the disposal of the Elder Brethren for this purpose. On this service of defending the approach to the capital, the Elder Brethren were engaged for a period of two years. The picture shows the Frigates in position at the Lower Hope.
(Vide "Trinity House, Past and Present," by W. H. Mayo. Smith, Elder and Co., 1905.)
51 5-in. Siren and Admission Valve.—The siren, used in conjunction with a trumpet, was introduced as a Fog Signal in the United States, and adopted in England about the year 1874.
52 Reed, used for Trinity House fog signals, sounded by air at 15lbs. pressure.
53 Trinity House (1894) Burners.—5 and 8-wick, for consuming mineral oil.
54 "Matthew's" Incandescent Oil burners.—These burners vaporise oil under pressure on the Kitson system.
55 Gas Buoy Lantern.—Trinity House, improved type, 1896.
56 Douglas Fluted Craterless Carbons for Electric Lights.—Specimen of those used at St. Catherine's Lighthouse, Isle of Wight, etc.
57 Facet Reflector.—Specimen of a Reflector of 21in. aperture and Lamp.
58 Parabolic Reflector, for Lighthouses or Light Vessels.—The Reflector is made of copper of 21in. aperture.

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59 Illustration of the work of the Shipwrecked Fishermen and Mariners' Royal Benevolent Society, with pictures, gold and silver life-saving Medals, presentation Aneroid Barometer, etc.
Lent by the Shipwrecked Fishermen and Mariners' Society.

Collection of Pictures, etc., lent by Lord Charles Beresford.

60 H.M.S. "Condor," commander Lord Charles Beresford, R.N. This little unprotected gun-vessel is the ship in which Lord Charles Beresford, during the bombardment of Alexandria, steamed in within range of the 10-inch rifled guns of Fort Marabout, and by the excellent practice of his guns, the heaviest of which was 64 cwt., drew off the fire of the Fort Marabout guns which were playing upon the battleships engaged off Fort Mex. In recognition of the "Condor's" gallantry, the Admiral commanding hoisted the signal "Well done, 'Condor.'"

61 SS. Safia, under the command of Lord Charles Beresford, running the gauntlet of the Dervish Forts on the Nile, between Metemmeh and Khartoum.

62 The "Ramillies" leaving the Grand Harbour at Malta, on the expiration of Lord Charles Beresford's tenure of command as Rear-Admiral, Second-in-Command, on the Mediterranean Station.

63 Collapsible torpedo-head, which replaces the war-head in practice manœuvres. This head was discharged from a torpedo boat of the torpedo-depot ship, "Vulcan," and struck the battleship "Hood." It was converted into a letter box and presented to Lord Charles Beresford.

64 The Battle of Tel-el-Kebir.

65 Name Board of the Railway Station at Tel-el-Kebir. A trophy of the "Naval Brigade," presented to Lord Charles Beresford.

66 The Egyptian Flag which flew over Fort Marabout during the bombardment of Alexandria.

67 Binnacle of the "Condor," which contained the compass by which the ship was conned and navigated during the action.

68 Figure head carried by the "Condor," at the bombardment of Alexandria.

69 Boiler Plate of ss. Safia, mended under heavy fire by Chief Engineer Henry Benbow, when the steamer was running the gauntlet of the Dervish Forts, in proceeding to the rescue of Sir Charles Wilson during the Gordon Relief Expedition. The Safia was commanded by Lord Charles Beresford. The job of mending the boiler plate, performed almost single-handed by Mr. Benbow, took ten hours to accomplish, during which the steamer was at anchor exposed to a heavy fire from the Dervish batteries at a few hundred yards range.

70 32-pr. gun which was recovered from the wreck of the "Royal George."
Lent by Maj.-Gen. Sir J. Wolfe Murray.

71 Spanish Armada Cannon.—This Gun was saved from the wreck of the Ships of the Fleet of the Spanish Armada, which was wrecked on the Western Islands of Scotland in 1588. It was brought to Greenock and placed on the West Quay, which was built in 1710, where it remained for 100 years. It was purchased by Mr. Scott, shipbuilder, and placed in his yard in 1810, where it was used, not for the destruction of ships, but as a holdfast to guide them for repairs safely in and out of dock. It was presented to the McLean Museum by Messrs. Caird and Co., shipbuilders, in 1877.
Lent by the McLean Museum.

72-73 Two Bronze Lamp Standards made from bronze cannons captured at the bombardment of Sebastopol, and cast into lamp-posts for use on London Bridge. Lent by E. J. Moore, Esq.

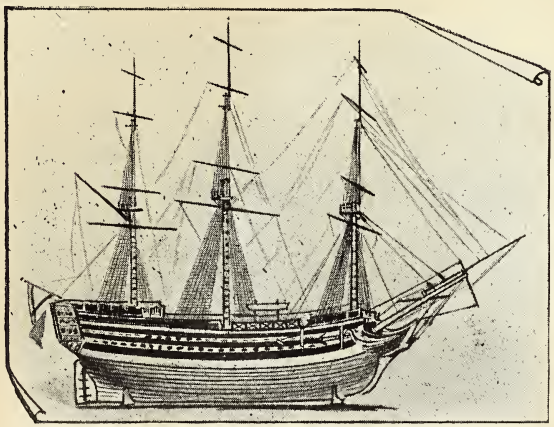
*74 Iron Figurehead supposed to have come off an old iron brig, the "Admiral Corrington." Lent by George Lawrence, Esq.

Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.

Central Hall.

Collection of Models Lent by H.R.H. The Prince of Wales, K.G.

1 Model of H.M.S. "Ophir."
2 Model of "Marie" Lifeboat.
3 Model of "Alfred" Lifeboat.
4 Model of "Albert Victor" Lifeboat.
5 Model of Steamship.
6 Model of battleship "Albion."
7 Model (ivory) of Man-of-War.



Ivory Model of Man-of-War.

Lent by H.R.H. THE PRINCE OF WALES, K.G.

Royal Galleries.

NELSON RELICS.

*8 Trafalgar. Retreat of the Combined Fleets. After R. C. Dodd.
*9 Trafalgar. British saving their conquered enemies. After R. C. Dodd. Lent by Edward Downs, Esq.
*10 Battle of Trafalgar. Lent by the artist, James Kay, Esq.
11 "Victory" and "Royal Sovereign" leading the British Fleet, 6.50 a.m., October 21st, 1805. By W. Ballin. Lent by Major P. T. Blackwood.
*12 "Victory or Westminster Abbey." Lent by the artist, Thos. Davidson, Esq.
13 The Cape of Good Hope. Table Bay and Mountain, with warships, in Nelson's time. By Thos. Luny. Lent by G. D. Lee, Esq.
14 The Action off Cape St. Vincent, 1797. By R. Clevely. Lent by the Junior United Service Club.
*15 The Battle off Cape St. Vincent, 1797, by W. A. Knell. Lent by J. Ichenhauser, Esq.

**Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.*

16 Action of Trafalgar, 2.30 p.m. By W. Ballin.
Lent by Major P. T. Blackwood.

17 Conclusion of the Battle of Trafalgar, by Lieut. Thomas, R.N. Painted for the late Vice-Admiral W. S. Lovell, who was midshipman of H.M.S. "Neptune." Lent by Lady Harpur Crewe.

*18 The sinking of the "Santissima Trinidad" at the Battle of Trafalgar, by R. P. Spencer. Lent by Frederick K. Tate, Esq.

19 Battle of Trafalgar, by Schetky. The "Defiance" (Capt. P. C. Durham) capturing the French "Aigle." "The Defiance" lost 17 killed, and had 53 wounded; among the latter was Capt. Durham.
Lent by Maj.-Gen. Sir James Wolfe Murray, K.C.B., of Cringletie.

20 Trafalgar. "Royal Sovereign" (Admiral Collingwood) leading British Fleet into action, and attacking the Santa Anna.
Lent by A. Burdett Collingwood, Esq.

21 The battle off Cape St. Vincent, 1797. By W. A. Knell, Senr. The original of the fresco in the House of Lords.
Lent by M. A. J. Willans, Esq.

22 The Battle of the Nile, by William Daniell, R.A.
Lent by H. F. Makins, Esq.

*23 Disabled "Victory" being towed into Gibraltar after the Battle.
Lent by Rev. W. H. Oxley.

24 Horatio Nelson's bath chair. The same was used previously by the revered mother of Nelson. Circa 1786.
Lent by Lieut. L. Davis, R.N.

25 Pencil drawing by J. Oliver Nash, depicting Nelson in a bath chair whilst in the neighbourhood of Bathwick, signed and dated August 8, 1805. Lent by Lieut. L. Davis, R.N.

26 Pen sketches and literary reminiscences apropos of three persons whose antecedents appertain to the chronological history of the Nelson Bath Chair. Lent by Lieut. L. Davis, R.N.

*27 Font removed from the Church of St. Peter's, Burnham Thorpe, and believed to be the one in which Lord Nelson was baptised.
Lent by Mrs. Eleanor Burgis.

*28 Model Ship "Victory," built to scale. Lent by Albert Hunt, Esq.

29 Original model of the Nelson Column at Yarmouth. Erected by public subscription in 1817.
Lent by the Corporation of Great Yarmouth.

30 A brass eight-day clock, in oak case, which belonged to Lord Nelson's father. It has the inscription of its maker, Benjamin Lockwood, of Swaffham, Norfolk, and it stood in the rectory of Burnham Thorpe in the same county. Lent by T. D. Nops, Esq.

31 Model of Lord Nelson's Coffin, with description of the ornaments and devices thereon. Lent by James Birch, Esq.

32 Jug of Lambeth ware, forming a bust of Nelson. The Queue forms the handle. Below "Trafalgar," 1805.
Lent by Robert Day, Esq., F.S.A., M.R.I.A., etc.

33 Decanter, engraved "Nelson and Warren for ever, Huzza," with foul anchor engraved on back. Lent by Dr. E. G. Younger.

*34 Nelson, portrait in seascape, as a midshipman, about 18 years of age. This is believed to be the earliest portrait known. Original inscription at the back (now very much faded) appears to be of great age, and reads thus:—
"Horatio Nelson, afterwards Bronte Nelson, of the Nile, by Thomas Gainsborough. Lent by Thomas Turner, Esq.

*35 China Jug, representing Lord Nelson.
Lent by Messrs. Collingridge Bros.

36 A Liverpool printed mug, with portrait of Lord Nelson, 3¾in. high,
Lent by E. E. Needes, Esq.

37 An old Staffordshire jug, 5¼in. high, with busts of Lord Nelson and Capt. Berry, in commemoration of the Battle of the Nile.
Lent by E. E. Needes, Esq.

38 An old Lambeth jug stamped "Doulton and Watts." Bust of Lord Nelson, 6¼in. high. Lent by E. E. Needes, Esq.

59 A small biscuit china bust of Lord Nelson, 3¼in.
Lent by E. E. Needes, Esq.

**Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.*

ADMIRAL BENBOW. By Sir Godfrey Kneller.

*40 Hand-painted China Bowl, inscribed, "Nelson, San Josef, Nelson 22 April," with armorial bearings in centre.
Lent by Messrs. Collingridge Bros.

*41 Hand painted China Plate with armorial bearings in centre inscribed, "Nelson, San-Josef, Nelson, 22 April."
Lent by Messrs. Collingridge Bros.

42 Tall black beaver hat (civilian) which was purchased by the exhibitor at Crickle House, at the late Viscount Bridport's sale, being dispersed in conjunction with a number of other objects that were all sold as having formerly belonged to Lord Nelson.
Lent by Newton Braby, Esq.

*43 Contemporary Plaster Medallion of Lord Nelson.
Lent by Miss Florence Palmer.

44 Quaint old Jug, with profile of Nelson and verses.
Lent by Edgar Goble, Esq.

45 Pair of Devonport jardinieres, with portraits of Lord Nelson, and naval trophies. Lent by C. Van Koert, Esq.

*46 Liverpool Print Jug, distributed to inhabitants of Lancaster to commemorate the successful cruise of "Minerva." Date 1798.
Lent by A. J. Holmes, Esq.

47 Glass with 1s. in the stem, and Nelson's arms engraved.
Lent by Lady Dorothy Nevill.

48 Staffordshire jug with transfer prints of Nelson, the "Victory" and Trophies.
Lent by Robert Day, Esq., F.S.A., M.R.I.B.A., etc.

49 Two-handled Pewter Loving Cup of H.M.S. "Victory," having the arms of Lord Nelson, and beneath: "Here's to Nelson of Glorious memorie," and, upon the opposite side: "Drinke fayre, don't swayre, God save ye Kinge, 1806."
Lent by Robert Day, Esq., F.S.A., M.R.I.B.A., etc.

50 Box made from that part of the rider in the midshipman's berth of H.M.S. "Victory," against which Lord Nelson leaned when wounded. The wood was preserved by Mr. Willcox when the ship was undergoing repair in Portsmouth Yard, between March, 1814, and January, 1815. Mr. Willcox had it in his possession until his death, and Fleet-Surgeon Robert Willcox gave it to the present owner. Lent by Edgar Goble, Esq.

51 Box made of the wood of the cask in which Lord Nelson's body was brought home. Lent by Edgar Goble, Esq.

52 Box made of wood from H.M.S. "Victory," carved with emblems, and Lord Nelson's first signal, before it was altered to "England Expects," etc. Lent by Edgar Goble, Esq.

53 Box, with a gold plate, inscribed "Formed from a splinter of His Britannic Majesty's ship "Victory," flag ship of Lord Nelson, Trafalgar, 21st Oct., 1805." With Boulton's gilt medal for Trafalgar.
Lent by Robert Day, Esq., F.S.A., M.R.I.B.A., etc.

54 Lord Nelson. Cameo Portrait.
Lent by Mr. and Mrs. Jonathan Smith.

55 Penny token, with bust of Nelson. Only four known.
Lent by W. C. West, Esq.

56 Five enamel patch boxes, with portraits, and commemorating mottoes of Nelson on lids. Lent by W. C. West, Esq.

*57 Small ivory box, marked "Victory and Naval Insignia."
Lent by Miss A. Meaden.

58 Copper tobacco box, with Nelson's portrait.
Lent by Lady Dorothy Nevill.

59 Oaken Casket, bound in silver, made from part of H.M.S. "Victory." The back shows the mark of a musket ball, presumably received at Trafalgar. Lent by Samuel Barker, Esq.

*60 Seal (a portrait of Lady Hamilton) formerly belonged to Admiral Lord Nelson. Lent by H. K. Bridger, Esq.

61 Ticket of Admission into Procession, Nelson's funeral.
Lent by W. C. West, Esq.

62 Ticket of Admission into St. Paul's, Nelson's Funeral.
Lent by W. C. West, Esq.

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63 Lord Nelson, cast made from gun metal. Lent by Edgar Goble, Esq
64 Oak Snuff Box with a copper plate inscribed "Relic of H.M.S. 'Victory,' built 1765." This box belonged to Capt. Palmer, R.N., C.B., a friend of Lord Nelson's. Lent by Miss Laura Palmer.
65 Pair enamel curtain hooks, with portraits of Nelson. Lent by W. C. West, Esq.
66 Penholder, with engraving of ship, and the following inscription: "This penholder is made from a piece of the main planking of H.M.S. 'Victory,' commanded by Admiral Lord Nelson at the battle of Trafalgar, 21st Oct., 1805." Lent by Dr. W. G. Barras.
67 Nelson. Chased ormolu portrait in relief. Lent by A. O. Collard, Esq.
68 Admiral Lord Nelson, in naval dress, with stars and ribbons. Portrait on Ivory. Lent by Herbert C. Chisman, Esq.
69 Letter and Splinter from H.M.S. "Victory," after her return from Trafalgar. Fragments from H.M.S. "Terrible," taken after her going ashore near Sebastopol, shewing the destruction caused by the worms. Lent by James Moore, Esq.
70 Wax impression of Lord Nelson's seal. Lent by Alfred B. May Lean, Esq.
71 Complete List of the Royal Navy, 1787, with a list of captains, with the year of their first commission, showing Lord Nelson's name as Captain, first commission 1779. Lent by Rodney C. Baker, Esq.
72 Autograph letter of Lord Nelson dated Dec. 16, 1800. Lent by the Rev. F. J. Wrottesley.
73 Letter written by Lord Nelson, August 25th, 1805. Lent by Walter L. Colls, Esq.
74 Lord Nelson, engraving by Baxter, printed in colours. Lent by Edgar Goble, Esq.
75 Lord Nelson, etching, issued to men serving on board the "Victory." Lent by Edgar Goble, Esq.
76 Autograph letter from Lord Nelson, acknowledging the receipt of the Freedom of the City of Bristol. Lent by the Corporation of the City of Bristol.
77 A Spar, with the following inscription on it in writing: "A model of the foremast of H.M.S. "Victory," showing the various shot holes it received in the glorious battle of Trafalgar, when Lord Nelson was slain. Made out of a piece of the identical mast which was in the ship on the day of battle. Lent by Paymaster-in-Chief J. H. Wallis, R.N.
78 Small piece of the deck of H.M.S. "Victory." Lent by Samuel Ernest Yelland, Esq.
79 Coloured chart of Nelson's plan of attack, Battle of Trafalgar, with descriptive letterpress, issued by Lords of the Admiralty in year of battle. Lent by Mrs. Isabella Taylor.
80 Nelson. Portrait on porcelain plaque. Lent by Harry Hall Squire, Esq.
81 Letter of Lord Nelson, the first he wrote with his left hand. Lent by Lady Parker.
*82 Lord Nelson, after Abbott, enamel painting by Bone. Lent by Joseph Grego, Esq.
83 Brass Tobacco Box. Head of Nelson on lid. Lent by Sir Robert Edgcumbe.
84 Nelson Halfpenny. Lent by L. A. Breun, Esq.
85 Contemporary copy of the Prayer of Lord Nelson before the Battle of Trafalgar. Lent by Miss A. Shaw Wood.
*86 The "Times" newspaper, dated January 10th, 1806, containing an account of Lord Nelson's Funeral. Lent by J. G. T. Hayward, Esq.
*87 Lady Hamilton, from the impression of a contemporary portrait on a seal by the late Anne Weld. Lent by Miss Agnes Grace Weld.
*88 Lord Nelson (miniature on ivory). Lent by O. R. Fabian, Esq.
*89 "Times" newspaper (3rd Oct., 1798), containing Nelson's official dispatch after Battle of the Nile. Lent by O. R. Fabian, Esq.
*90 Piece of deck of "Victory." Lent by O. R. Fabian, Esq.
91 The "Times" (Oct 3rd 1798), announcing by despatches from Nelson his victory at the Nile, with a list of the killed and wounded. Lent by Miss Ada Dagnall.

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92 Silver vinaigrette. On the lid a bust of Nelson, enclosed in a wreath, with motto "England expects, etc." The "Victory," with date of engagement in the interior.
Lent by Burnham W. Horner, Esq.

*93 Lord Nelson. Pencil drawing by J. P. Rake.
Lent by Henry Green, Esq.

94 Six letters from Admiral Lord Nelson to Rt. Hon. George Rose. 15th May, 1803; 12th July, 1803; 8th April, 1804; 25th May, 1804; 29th August, 1805; 6th October, 1805.
Lent by Admiral Hon. George Douglas.

*95 Pair of silver salt spoons, with bust of Lord Nelson on handles.
Lent by Messrs. Collingridge Bros.

*96 Chased silver bust of Lord Nelson. Lent by Messrs. Collingridge Bros.

*97 Bronze Bust of Lord Nelson.
Lent by Messrs. Collingridge Bros.

*98 Portrait of Lord Nelson, engraving.
Lent by Messrs. Collingridge Bros.

*99 Ship in full sail, inscribed on back: "'Victory,' Battle of Trafalgar."
Lent by Messrs. Collingridge Bros.

100 Letter from Lord Nelson to John Palmer, Esq., M.P., dated "Victory," Toulon, Oct. 14th, 1803. respecting promotion of Capt. Edmund Palmer, R.N. Lent by Lieut.-Col. Edmund Palmer.

101 Letter from Lord Nelson to Lady Hamilton.
Lent by Miss Eleanor E. Rooke.

102 Cloak in which Lord Nelson was wrapped when wounded on the 21st of October, 1805. This cloak was given to the late Admiral John Rawlins Thompson by the late Admiral Sir Thomas Hardy.
Lent by Rear-Admiral John Durnford, C.B., D.S.O.

103 Horatio Nelson's clock. Purchased 50 years ago, from the "Victory" at Portsmouth. At that time the name "Horatio Nelson" was just visible at the back of the clock, now obliterated by age.
Lent by J. G. T. Hayward, Esq.

104 Oval tray, with painting of the death of Nelson on board the "Victory," at the Battle of Trafalgar. Lent by J. W. Walesby, Esq.

105 Uniform Coat, with four orders embroidered in facsimile, worn by Admiral Lord Nelson.
Lent by Miss F. H. Girdlestone.

106 Quilt that was on Lord Nelson's bed at the Battle of Trafalgar. Three yards long, 28in. wide. The ground work is of linen, covered in patch work in floral designs, flags round the edges, and with twelve oval designs in the middle. Lent by James Stenhouse, Esq.

107 Tray, formerly belonging to Nelson.
Lent by Mrs. Annie Porter.

108 Pen and ink sketch of the Battle of Aboukir, drawn by Lord Nelson, with his left hand, February, 1803.
Lent by Captain M. F. Morton-Herbert.

109 Table made on board the "Victory," by the ship's carpenter, the top formed out of a wooden waiter. The exhibitor's grandfather was a seaman on the "Victory," and was killed on the way home from Trafalgar, and the table was presented to the widow by the crew, as a mark of esteem for her late husband. Lent by John Dutch, Esq.

110 Piece of music, "The Glorious Battle of Trafalgar," signed by the composer, John Watlen, formerly an officer on board the "Defence," 74 guns, one of the Trafalgar Fleet. Date about 1807.
Lent by the Rev. T. Philpot.

111 Autograph letter of Nelson.
Lent by the Royal Naval School, Eltham.

112 Autograph letter of Nelson, written with the left hand.
Lent by the Royal Naval School, Eltham.

113 Copy of Nelson's Marriage Certificate. Nevis Church, West Indies.
Lent by the Misses Reid.

114 Nelson's signal before Trafalgar.
Lent by Admiral Sir A. H. Markham.

115 Two letters from Lord Nelson to Capt. Charles Hope, Commissioner at
116 Chatham Dockyard. Lent by Charles Hope, Esq.

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117 Engraved portrait of Lord Nelson, presented by Nelson to Tom Allen (his valet), on board the "Victory," on leaving his lordship's service. Tom Allen was subsequently valet to the late John Sayer, Esq., of Burnham, and left this picture to his old master.
Lent by the Corporation of Great Yarmouth.

118 Water-colour portrait of Nelson on porcelain, with mount of Yarmouth views, and scenes in life of Nelson.
Lent by the Corporation of Great Yarmouth.

119 Bill rendered to Lord Nelson for Lace supplied to him in 1803, also drawing of his sword. Lent by Frank T. Sabin, Esq.

120 Autograph letter from Horatio Nelson to Commodore Linzee.
Lent by Herbert Parsons, Esq.

121 Nelson's Famous Signal, as hoisted at Trafalgar. Original letter by John Pasco, senior and signal officer of the "Victory" at Trafalgar. Lent by Lieut.-Colonel T. Henry Baylis, K.C., V.D.M.A.

122 Table cloth formerly in use on Lord Nelson's ship "Victory." The crown and anchor may be seen in the centre.
Lent by the Corporation of Great Yarmouth.

123 Elm Box belonging to Dr. Roberts on board the "Victory" with Admiral Nelson, Made by Robert Bromfeld, corner Cliffe-street, New Bond-street. Maker to Prince of Wales and Duke of York.
Lent by W. H. King, Esq.

124 Competitive drawing for the Nelson Column, Great Yarmouth. Water-colour. Lent by the Corporation of Great Yarmouth.

125 Two pieces of wood of the "Victory," one with naval shell attached.
Lent by the Corporation of Great Yarmouth.

126 Piece of Oyster Beard, with letter, portion of muff made by the Sicilian Ladies for Lord Nelson.
Lent by Captain H. E. Purey-Cust, R.N.

127 Nelson and his companions in arms.
Lent by the author, Professor John Knox Laughton.

*135 Nelson (Pastel). By Joh. Heinrich Schmidt.
Lent by Herr Fritz Arndt.

*137 Nelson (oil painting). By Joh. Heinrich Schmidt.
Lent by Herr Fritz Arndt.

*138 Study for Nelson portrait. By Joh. Heinrich Schmidt.
Lent by Herr Fritz Arndt.

*139 Study for Nelson portrait. By Joh. Heinrich Schmidt.
Lent by Herr Fritz Arndt.

*140 Lady Hamilton (sketch). By Joh. Heinrich Schmidt.
Lent by Herr Fritz Arndt.

141 Letter from the Gunner's Mate of H.M.S. "Sea Horse." This accompanies what is believed to be the first writing existing of Lord Nelson after his right arm was amputated. The Mr. Stewart mentioned in the letter gave the writing to Mr. James Frasers, of Camberwell, in 1819. Lent by Edwin Dawes, Esq.

142 Nelson Engraving. Lent by Randolph Berens, Esq.

143 Nelson (engraving), after Bowyer by Bromley.
Lent by Dr. E. G. Younger.

*144 Admiral Lord Nelson standing on the deck of the "Victory," after a painting by Abbott, engraved by W. Barnard.
Lent by Alfred Davis, Esq.

145 Nelson (engraving), after Hoppner by Meyer.
Lent by Dr. E. G. Younger.

*146 Admiral Lord Nelson. Painted by Sir W. Beechey, engraved by R. Earlom. Lent by Henry R. Davis, Esq.

*147 Lord Nelson, after M. H. Keymer, engraved by Jno. Young.
Lent by Frank T. Sabin, Esq.

*148 Lord Nelson, from a miniature by Leghorn, engraved by Robert Laurie.
Lent by Frank T. Sabin, Esq.

149 Lord Nelson. Painter, L. Abbott; W. Barnard, sculptor.
Lent by Edgar Goble, Esq.

150 } Funeral of Lord Nelson, four coloured prints by C. A. Pugin depicting
151 } (1) Lying in State a Greenwich, (2) Removal from Greenwich by water,
152 } (3) Arrival at St. Paul's Cathedral, (4) Funeral in St. Paul's.
153 } Lent by Mr. and Mrs. Jonathan Smith.

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*154 Death of Nelson, print after Drummond.
Lent by Martin Colnaghi, Esq.

155 Funeral of Lord Nelson. Four paintings on glass.
1. Britannia bringing her dead hero to shore.
2. Funeral Barge conveying body from Greenwich to Whitehall.
3. Lord Nelson's funeral car.
4. Tomb and Monument.
Lent by the Corporation of Great Yarmouth.

*156 Lord Nelson, mezzotint published by Fairburn.
Lent by Frank T. Sabin, Esq.

*157 Lord Nelson, mezzotint after Hopkins by Young, Britannia lamenting his death, Fame crowning him with the laurels he won, History recording the event. Printed in colours.
Lent by Messrs. Myers and Co.

158 Nelson, after L. F Abbott by W. Barnard.
Lent by Dr. E. G. Younger.

159 Lord Nelson. Painter, T. J. Barker; F. Joubert, sculptor.
Lent by Edgar Goble, Esq.

160 In commemoration of the victory of the 1st June, 1794. Portraits of Admirals by Ryder, of Captains by Howe, Landscape and Water by Landseer, the figure by F. Bartolozzi.
Lent by Thomas Gabriel Daniel, Esq.

*161 Commemorative Memorials of the 14th February, 1797. (Souvenir of the Battle off St. Vincent). R. Smirke, R.A. Del. Engraved by J. Parker. With twenty-one medallion portraits of the Admiral and Captains engaged. Engraved by W. H. Worthington. Admiral Earl St. Vincent, Lord Nelson, Lord Radstock, Sir C. Thompson, Bart., Sir W. Parker, Bart., Captains Frederick, Knowles, Collingwood, Whitshed, Calder, Dacres, Saumarez, Murray, Sutton, Troubridge, Martin, Foley, Grey, Towby, Miller, and Irwin. Published by R. Bowyer, Historic Gallery, Pall Mall, June, 1903. Lent by Joseph Grego, Esq.

*162 Painted by Mr. Orme, under the direction of Lord Nelson and the officers of H.M.'s ship the "Captain." Engraved by Daniel Orme, historical engraver to the King and the Prince of Wales. To His Majesty, this historical engraving of that unprecedented event in Lord St. Vincent's victory, of Admiral Nelson's boarding the two Spanish ships (the "San Nicholas," 80 guns, and the "San Josef," 112 guns), and the reception of the Spanish Admiral's sword, on board the "San Josef," on the 14th of February, 1797, is most humbly dedicated by His Majesty's dutiful subject and engraver, Daniel Orme. Scratched letter proof. Published June 2nd, 1800, by Daniel Orme, at his Gallery, New Bond-street.
Lent by Joseph Grego, Esq.

163 Death of Nelson. Engraving after Devis by Bromley.
Lent by the Plymouth Royal Naval Hospital.

164 Lord Nelson. Painter, C. Lucy; engraver, W. C. Sharpe.
Lent by Edgar Goble, Esq.

165 Lord Nelson, engraving after Abbott, original in Greenwich Hospital.
Lent by Edgar Goble, Esq.

166 Figure Head of H.M.S. "Nelson," Line of Battle Ship, 126 guns, launched in 1814. Lent by Thomas Davidson, Esq.

167 Lord Nelson. Painter. L. F. Abbott; engraver, W. Barnard
Lent by Edgar Goble, Esq.

*168 Lord Nelson, by Jno. Young after Rising.
Lent by Frank T. Sabin, Esq.

*169 Memorial Souvenir. Dedicated to the Memory of Lord Nelson. With commemorative designs by T. Uwins, "Sacred to the Memory of Nelson." Engraved by A. Cardon. Written and engraved by J. Girtin, No. 8, Charles-street, Middlesex Hospital. Published Dec. 24th, 1805, at R. Ackermann's Repository of Arts, 101, Strand. Sacred to the Memory of Horatio Lord Viscount Nelson, Baron Nelson of the Nile and of Burnham Thorpe, in the County of Norfolk; Duke of Bronte in Sicily; Knight of M.H.M. Order of the Bath; of the Imperial Ottoman Crescent; of St. Ferdinand of Naples; and Vice-Admiral of the "White," who gloriously fell on

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the 21st of October, 1805, in an action against the Combined Fleets of France and Spain, off Cape Trafalgar. The British Fleet amounted to 27 sail-of-the-line, the Combined Fleet consisted of 33, out of which 19 were captured, and 15 of them before the death of the Admiral, who was wounded by a musket shot, which terminated his victorious career, on board the "Victory," while closely engaged with the flag ship of the Spanish Admiral, Don Baltazar Hidalgo Cisneros. The last public order he communicated was: "England expects every man to do his duty." With this concise and memorable sentence, the observance of which his example, as well as his precepts, had ever tended to impress on all around him, he expired in the 48th year of his age. His grateful country, while they glory in the hero, lament the man, and in their unfeigned regret and deep sorrow for his loss, feel conscious that by the death of such a Briton, this glorious and important victory has been dearly bought. His Lordship was born at Burnham Thorpe on the 29th of September, 1758; he entered into the Navy 1770; received his commission as lieutenant 1777; appointed a post captain 1779, and admiral 1797; and had been in 125 engagements, three of which, the most decisive victories ever gained by British valour, were those of the Nile, Copenhagen, and Trafalgar, with Lord Nelson's grant of arms engraved below; and the list of British war vessels under the command of Lord Nelson, as Commander-in-Chief, and the list of the Combined Fleets, commanded by Admiral Villeneuve. Lent by Joseph Grego, Esq.

170 Lord Nelson. Painter, R. Bowyer; W. Bromley, sculptor. Lent by Edgar Goble, Esq.

*171 Nelson's Flagship, as decorated on Trafalgar Day. Lent by the Artist, George Pontin.

172 The Evening before the Battle of Copenhagen. By Thomas Davidson. Lent by Sir Arthur H. Fairbairn, Bart.

*173 Nelson at the Battle of Copenhagen. Lent by the Artist, Thomas Davidson, Esq.

*173A Battle of the Nile. By Thos. Davidson. Lent by Messrs. Langsdorff and Co.

174 Nelson's first footing in the Navy. Evening before the Battle of Copenhagen. Battle of Nile. Battle of St. Vincent. Four Photogravures. Lent by Thomas Davidson, Esq.

*175 Hearts of Oak. Lent by the Artist, Thomas Davidson, Esq.

*176 On Hostile Ground. The Landing of Nelson at Copenhagen after the battle. By Thos. Davidson. Lent by Messrs. Eyre and Spottiswoode.

*177 Nelson's first footing in the Navy, by T. Davidson. Lent by Mrs. Lucy Cheffins.

178 Nelson's Last Signal, by Davidson. Lent by Capt. Quintin Dick.

*179 32-Pounder Guns of Nelson's time on board H.M.S. "Victory." By Thomas Davidson. Lent by Thomas Davidson, Esq.

180 Sketch for a painting of Battle of Trafalgar. Lent by the Artist, Thomas Davidson, Esq.

*181 Nelson's Chase to the West Indies. Lent by the Artist, Thomas Davidson, Esq.

*182 "Here Nelson Fell." 21st October, 1805. Lent by the Artist, Thomas Davidson, Esq.

*183 Death of Nelson, 1805, by Samuel Drummond, A.R.A. Lent by M. H. Colnaghi, Esq.

*184 Lady Hamilton as "Sensibility," after George Romney; proof; engraved by George Earlom. Lent by Joseph Grego, Esq.

*185 Lady Hamilton as "Sensibility," with the plant Mimosa, after George Romney; printed in colours; engraved by George Earlom. Lent by Joseph Grego, Esq.

*186 Lady Hamilton as a "Bacchante," after Sir Joshua Reynolds. Finely printed in colours. Engraved by J. R. Smith. Lent by Joseph Grego, Esq.

*187 Lady Hamilton as a "Bacchante," after Sir Joshua Reynolds. Engraved by J. R. Smith. Lent by Joseph Grego, Esq.

*188 Lady Hamilton as "Nature," after George Romney. Engraved by J. R. Smith. Proof. Lent by Joseph Grego, Esq.

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189 Letter written by J. G. Peake, of the Royal Marines, on board the "Victory" after the Battle of Trafalgar. In addition to this personal letter—in which the writer describes the death of Nelson—there is the Memorandum issued by Lord Nelson to all his Admirals and Captains, giving them the plan of his new and hitherto unheard of attack, and also a nautical sketch showing the positions of both the English and French ships at noon on the day of the battle. Lent by G. H. Sayer, Esq.

190 Death of Nelson (engraving), presented by Benjamin West, R.A., to Thomas Goble, Secretary to Captain Hardy
Lent by Edgar Goble, Esq.

191 Nelson's Glory. Old coloured engraving. J. Hopkins, painter; J. Young, engraver. Lent by Edgar Goble, Esq.

*192 Death of Lord Nelson, painted by Richard Powell, after Chevalier de Martino. Lent by Richard Powell, Esq.

193 Lord Nelson falling into the arms of Captain Hardy on the poop. After W. M. Craig by R. Cooper. Lent by William Baugh, Esq.

*194 Battle of the Nile. The wounded Nelson, hurrying on deck to witness the fate of the French Admiral's flagship, "L'Orient," blowing up. To the King's Most Excellent Majesty, this print representing the Quarter-Deck of Lord Nelson's ship the "Vanguard," on the night of the ever-memorable First of August, 1798, is most Humbly Dedicated by His Majesty's Dutiful Subject and Engraver, Daniel Orme. In colours. Painted by Daniel Orme. Engraved by Danl. Orme and Robert Cooper. Lent by Joseph Grego, Esq.

*195 Battle of the Nile, between Rear-Admiral Sir Horatio Nelson, K.B., and Admiral de Brueys, in Aboukir Bay.
Lent by Henry Watts, Esq.

*196 Battle of Camperdown, by Loutherbourg. Engraved by Fittler.
Lent by Thomas Davidson, Esq.

*197 Battle of St. Vincent, by J. Buttersworth. Lent by Alfred Davis, Esq.

*198 Battle of St. Vincent, by J. Buttersworth. Lent by Alfred Davis, Esq.

199 Battle of the Nile: Sunset.

200 Battle of the Nile: Midnight.

201 Battle of the Nile: Morning. Engraved by R. Dodd.
Lent by William Baugh, Esq.

202 Lord Nelson. Painter, L. F. Abbott; engraver, W. Barnard.
Lent by Edgar Goble, Esq.

*203 Lord Nelson, after Sir Wm. Beechy. Engraved by Valentine Green. Finely printed in colours. Lent by Joseph Grego, Esq.

*204 The Death of Nelson, after Brown. Engraved by Gillbank. Printed in colours. Lent by Joseph Grego, Esq.

205, 206, 207 Battle of the Nile. Three engravings by Hellyer, from drawings taken on the spot, printed in colours, and published by Brydon. June, 1800.
Lent by L. L. Bloomfield, Esq.

*208 Attack on the Danes before Copenhagen. Painted by Robert Dodd. Proof (open letter). To Vice-Admiral Lord Nelson of the Nile, Sir Thomas Graves, K.B., the several captains, the officers, seamen, and marines under their command. This view, representing their division of the British Fleet, as coming up from the Southward, and commencing the action with the Danish Line, is most respectfully inscribed by their obedient servant, Robert Dodd.
Lent by Joseph Grego, Esq.

*209 Attack on the Danes before Copenhagen. Painted by Robert Dodd. To Vice-Admiral Lord Nelson of the Nile, Sir Thomas Graves, K.B., the several captains, the officers, seamen, and marines under their command. This plate, engraved in commemoration of their glorious victory, is most respectfully inscribed by their most obedient and humble servant, Robert Dodd. Lent by Joseph Grego, Esq.

*210, *211, *212 Attack on the Danes before Copenhagen. Three engravings, printed in colours. Painted and engraved by Robert Dodd. Lent by Alfred Davis, Esq.

*213 The Defeat of the Danish Fleet and Batteries off Copenhagen, 2nd April, 1801, painted by Serres, engraved by P. W. Tomkins.
Lent by Alfred Davis, Esq.

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*214 The Defeat of the Danish Fleet and Batteries off Copenhagen, 2nd April, 1801, painted by Serres, engraved by P. W. Tomkins.
Lent by Alfred Davis, Esq.

*215 Photograph of Lord Nelson's decorations which he received from the British and Foreign Courts, including the Gold Medals for the battles of St. Vincent, the Nile, and Trafalgar.
The above photograph was taken from the actual decorations soon after they were purchased for the nation in 1895.
Lent by Chas. Winter, Esq.

*216 The Baltic Fleet, under the command of Lord Nelson, in Copenhagen Roads. After Pocock, by Stadler. Lent by Alfred Davis, Esq.

*217 Death of Nelson. Lent by the artist, W. Blair Bruce, Esq.

*218
*219
*220
*221 The Battle of the Nile.—Four Engravings printed in colours. Painted and engraved by R. Dodd. Lent by Alfred Davis, Esq.

222 Nelson wounded at the Nile; finely printed in colours.
Lent by Robert Day, Esq., F.S.A.

223 Death of Capt. Alex. Hood, H.M.S. "Mars," 74 guns, after engaging and capturing "L'Ercule," 74 guns, 700 men. Finely printed in colours. Lent by Robert Day, Esq., F.S.A.

*224 Lord Nelson, after Abbott. Lent by Messrs. E. Parsons and Sons.

225 Battle of Trafalgar. By J. L. Tudgay. Lent by W. E. Hawkesley, Esq.

*226 Day After Trafalgar. By J. L. Tudgay. Lent by W. E. Hawkesley, Esq.

*227 Lord Nelson (framed in Lady Hamilton's tray), by L. F. Abbott.
Lent by William Baugh, Esq.

228 Marble Bust of Lord Nelson, executed by Flaxman (His Niece and eventual heiress, Charlotte Mary, Lady Bridport and Duchess of Bronte, who recollected him well, said that this, among many portraits and busts of him, was the only true likeness of the Hero.
Lent by the Hon. Alexander Nelson Hood.

229 Lord Nelson, portrait by M. H. Keymer, of Yarmouth.
Lent by the Corporation of Great Yarmouth.

230 Lord Nelson's Hatchment, from Merton Church, Surrey.
Lent by the Rev. J. E. Jagger.

231 Lord Nelson, original portrait, by Abbott.
Lent by the Hon. Alexander Nelson Hood.

232 Burnham Thorpe Rectory, Lord Nelson's Birthplace.
Lent by the Hon. Alexander Nelson Hood.

233 Lord Nelson, painted from life. By Rising, 1801.
Lent by Mrs. Frederick William Fisher.

*234 Renewal on second morning of the Battle of the Nile. By G. M. W. Atkinson. Lent by S. Dobbs, Esq.

235 Print struck from the coffin plate of Lord Nelson.
Lent by Mr. and Mrs. Jonathan Smith.

236 Autograph letter from Lord Nelson to Sir Wm. Hamilton.
Lent by William Baugh, Esq.

237 Autograph letter from Lord Nelson to Lady Hamilton.
Lent by William Baugh, Esq.

238 General Orders issued by Lord Nelson to Captains of H.M. ships, dated on board the "Foudroyant," 4th October, and signed Nelson.
Lent by William Baugh, Esq.

*239 Bust of Nelson (contemporary). Lent by M. H. Colnaghi, Esq.

240 Admiralty Order to Lord Nelson when Captain of H.M.S. "Agamemnon" to "Impress or cause to be impressed seamen, seafaring men, and persons whose occupations and callings are to work in vessels and boats," etc., etc.
Lent by the Hon. Alexander Nelson Hood.

241 Original Grant of Armorial Bearings and Honourable Augmentations after Lord Nelson's elevation to the Peerage.
Lent by the Hon. Alexander Nelson Hood.

242 Freedom of the Borough of Ipswich for the Glorious Victory obtained over the French Fleet at the Mouth of the Nile.
Lent by the Hon. Alexander Nelson Hood.

243 Cocked Hat worn by Lord Nelson on the "Victory," with portrait of James Walker, Nelson's sailing master, to whom it was given.
Lent by Walter L. Colls, Esq.

**Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.*

BATTLE OF LA HOGUE, 1692. By Benjamin West, R.A.

*244 Admiral Lord Nelson when a Midshipman, by Thos. Gainsborough, R.A. (Painted shortly after Nelson's return from his first voyage.)
Lent by Messrs. Shepherd Bros.

*245 Nelson's Flagship "Foudroyant," laying in the Medway.
Lent by Frederick Charles Bridle, Esq.

246 Mirror which formed part of the Ward-room furniture of the "Victory" in 1805. Lent by J. G. Jordan, Esq.

247 to 248 Four paintings on glass, of Lord Nelson, depicting his youth, death and burial. Lent by Edgar Goble, Esq.

*251 Army and Navy. Representing the only interview between Wellington and Nelson, which was a matter of chance, and occurred at the waiting-room of the Colonial Office, Downing Street, September, 1805. After J. P. Knight, A.R.A., Coloured Engraving by S. W. Reynolds.
Lent by Miss Louisa Powell.

*252 Lord Nelson, after Beechey. Engraved by R. Earlom.
Lent by Frank T. Sabin, Esq.

*253 The British Naval Victors (Howe, Vincent, Duncan, Nelson). Engraved by V. Green. Lent by Frank T. Sabin, Esq.

*254 Lord Nelson, after F. Abbott. Engraved by R. Earlom.
Lent by Frank T. Sabin, Esq.

255 An allegorical group in memory of Lord Nelson, worked by a young schoolgirl, in Norwich, in 1825. Needlework on silk.
Lent by Mrs. Woodley.

256 Autograph letter of Nelson to Lieut. Swiney, dated "Vanguard," May 20, 1798, and two small engravings of Nelson.
Lent by Dr. E. G. Younger.

*257 Admiral Viscount Nelson, Duke of Bronte. Old print representing a design for a monument to perpetuate the memory of Nelson. List of Victories and Rewards. Lent by Mrs. L. Vacani.

*258 Contemporary bust of Nelson in ship's timber, circa 1799 (the year after the Battle of the Nile). Right sleeve looped up to coat, which bears four stars and decorations on left breast.
Lent by Neville Lynn. Esq.

259 Cabin Table, originally in the cabin of Lord Nelson, H.M.S. "Victory." Lent by Mortimer Justin, Esq.

*260 *261 Chippendale arm chairs. Two formerly the property of Lord Nelson.
Lent by Samuel Bond, Esq.

262 Facsimile of Nelson's last letter, framed in wood, taken from H.M.S. "Victory." Lent by Admiral Sir A. H. Markham.

263 Lord Nelson's model of H.M.S. "Ruby." Built in 1768, by Phillips, at Woolwich. Surveyor, Sir J. Williams. Tons, 1369; men, 500; length, 159ft. 6in.; beam, 44ft. 4in.; depth, 19ft. 4in.
Lent by Capt. C. A. R. Hoare.

264 Chair, originally the property of Lord Nelson, and formed part of the furniture of his house at Merton, Surrey.
Lent by A. Newman, Esq.

265 Chair made of oak from the "Victory."
Lent by the Royal Naval School, Eltham.

266 Postmortem Mask of Viscount Nelson, taken after death on board the "Victory," 1805. Also reverse of above.
Lent by John G. Tasker., Esq.

267 Postillions whip used when Lord Nelson was driven to Portsmouth.
Lent by Mrs. Jack Reed.

267A 267B Two chairs, originally the property of Lord Nelson, and formed part of the furniture of his house at Merton, Surrey.
Lent by Mrs. Jack Reed.

Collection of Nelson Relics, etc., lent by the Hon. Alexander Nelson Hood.

268 Two embroidered Stars of the Order of the Bath, which were sewed to undress uniform coats and worn by Lord Nelson.
Pair of Shoe Buckles.
A visiting Card.
Copper Plate from which Lord Nelson's Visiting Cards were printed.

Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.

Original Silver Medal struck by order of and presented by the King of Naples to commemorate the defeat of the Neapolitan rebels, his restoration to the throne, and his return to Naples in 1799.

Photograph of same. Reverse. Return of King Ferdinand to Naples on board a Man-of-War (on left); the City and Bay of Naples with Castle of Saint Elm (on right). In foreground: The victorious army of the King, preceded by a priest bearing a Crucifix, and by the Royal Standard, putting the rebels to flight (on left). Above the Angel of Fame, blowing the trumpet of triumph, and holding a medallion of Lord Nelson, inscribed "Hor: Nelson, Duca Bronti," preceding the King's Ship. Inscription below (in Italian): "By divine Providence, his own virtues, the devotion and energy of his people, the valour of his allies, in particular the English, gloriously re-established on the Throne 15th July, 1799."

Photograph of above medal. Obverse: Head of King Ferdinand of Naples. (Enlarged.)

Impression of Lord Nelson's Seal.

Oval Ivory Box with blue enamel containing Lord Nelson's hair.

Small medallion of Lord Nelson mounted as a brooch.

Collar of the Order of the Bath, worn by Lord Nelson.

Original drawing from the College of Arms for the Nelson Peerage (Viscountcy) Armorial Bearings.

Spare Buttons for Uniform Coats, large, small.

Miniature of Lord Nelson as a Midshipman, probably the earliest authentic portrait of the Hero.

Two spare left-handed gloves.

Pair of glove-stretchers. (This is worked by a screw, probably to stretch the gloves better, and to make them easier to put on by a one-armed man).

Uniform Sword Belt. (As this shows signs of wear, it was probably constantly used by Lord Nelson.)

Six spare buckles for knee breeches.

Ribbon of the Neapolitan Order of San Joachim.

Locks of Lord Nelson's hair, when young, in the original paper, under seal, in which they were first preserved.

Two Beakers, being part of a china service presented to Lord Nelson (probably by the City of Worcester) with the dates of the Battles of St. Vincent, the Nile, and Copenhagen.

Green Tumbler, with the Nelson Arms without Coronet, indicating the period when his title was Sir Horatio Nelson, K.B.

Bronze Medal, commemorative of the Battle of the Nile, struck by Alexander Davidson, Esq. ("Almighty God has blessed his Majesty's Arms.")

Bronze Medal, commemorating the Battle of Trafalgar, and the Hero's Death. ("Ipse Belli Fulmen.")

Silver Medal commemorating the Battle of Trafalgar. "England expects every man will do his duty."

Silver Plate used by the Hero when Sir Horatio Nelson, K.B.

Twelve Teaspoons with the "San Josef" crest.

Two Table Spoons with the "San Josef" Crest.

One small Saucepan for heating Brandy, Silver Plate, used later when Viscount Nelson.

Four Salt Cellars and Spoons.

One Pair of Sugar Tongs.

Two Mustard Spoons.

One Soup Ladle.

Two Egg Spoons and one Pepper Spoon.

List of Lord Nelson's Plate, docketed by himself.

269 Collection of Freedoms, Appointments, etc., and original documents awarded to Lord Nelson.

Autograph Letter of Lord Nelson, written with his right hand.

Autograph Letter of Lord Nelson to Admiral Viscount Bridport, K.B., written with his left hand, dated.

Freedom of the Borough of Sandwich, presented to Lord Nelson on board H.M.S. "Medusa" in Margate Roads, 9th August, 1801, "for

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his distinguished and gallant behaviour on many important occasions in the Service of his King and Country."

Freedom of the City of Bristol, after the Battle of St. Vincent, dated 15th September, 1797.

Freedom of the Borough of Great Yarmouth "for Lord Nelson's many and important services rendered to his country by the exertion of his great naval abilities, particularly in his late Glorious Victory over a superior French Fleet on the Coast of Egypt." To this document is attached the warrant of admission to the "Liberties of the Town," dated.

Freedom of the Borough of Berwick-upon-Tweed, "As a mark of the grateful sense we entertain of the gallant conduct. . . . and of the important service rendered by His Lordship to His King and Country on many occasions, and particularly in the engagement with the French Fleet off the Coast of Egypt," dated 3rd November, 1794, and sealed with the red seal of the Corporation with gold braid attached.

Honorary Freedom of the City of Norwich. "The testimony of the sense entertained of his conduct in the Action of the glorious 14th February, and of the Service he has rendered to his King and Country on various occasions," dated 3rd May, 1797.

Freedom of the City of Bath as "A testimony of high esteem for his brave conduct under Admiral Sir John Jervis in the late gallant action with the Spanish Fleet," dated.

Freedom of the City of New Sarum, dated 5th December, 1800.

Diploma of Admission to the Order of San Joachim, "Conferred by the King of Naples with Seal of the Order in a silver box attached by a silk and silver cord.

Address of Honour and Welcome of the City of Syracuse, in Sicily, "Horatio Nelsonia Niliaco, Britannice Classics Braefecto, Brontes Duci," etc., etc., with Seal of the Municipality in case, dated 9th May, 1800.

Copy of Latin inscription engraved on a Marble Tablet, on the wall of the Public Library of the City of Syracuse, commemorating the visit of Lord Nelson "Who on the 19th July, 1798, having put into the Harbour with 14 ships, animated by the spirit of Hermokrates (who of old in the same harbour defeated the Athenian Galleys) entirely routed the French Fleet at the Nile."

Original appointment of Horatio Nelson as Captain to H.M.S. "Agamemnon," dated 31st January, 1793.

Original Appointment of Horatio Nelson as Colonel of Marines, dated 1st June, 1795.

Original Appointment of Sir Horatio Nelson as Rear-Admiral of the Blue Squadron of His Majesty's Fleet, dated 20th February, 1797.

Original Appointment of Lord Nelson as Vice-Admiral of the Red Squadron of His Majesty's Fleet, dated 14th February, 1799.

(A) Original Appointment of Viscount Nelson as Vice-Admiral of the White Squadron of His Majesty's Fleet, dated 23rd April, 1803.

(B) Original Appointment of Viscount Nelson as "Commander-in-Chief of His Majesty's Ships and Vessels employed and to be employed in the Mediterranean," dated 16th May, 1803.

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270 Sword belonging to Admiral Lord Nelson, bequeathed to the United Service Club, London, by the late Captain Sir W. A. Fraser, Bart.
Lent by the United Service Club.

*271 Lord Nelson's Service Sword; made left-handed for him after the loss of his arm. From documents attached it appears certain that it is the one he wore at Trafalgar. Lent by E. B. Treharne, Esq.

*272 Four Documents relating to the above sword.
Lent by E. B. Treharne, Esq.

273 Autograph letter of Lord Nelson, dated from "Victory," July 20th, 1805, to Lieut. Henry Sharpe, R.N., Commanding the victualling ship "Momus," charging him with a packet for the Admiralty.
Lent by T. H. Sharp, Esq.

274 Original documents, dated respectively the 8th and 10th January, 1801. The Right Hon. Lord Nelson and Lady John Ward, of Bury

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St. Edmunds, Suffolk, Steward of the Manor of Rushmere, Suffolk, appointing and authorising Thos. Ryder, of Lincoln's Inn, Middlesex, to take out of Court Surrenders of the Right Hon. Horatio Nelson (lately called Sir Horatio Nelson, Knight), a copyhold tenant of the Manor, and Francis his wife, and to examine her separately and apart from her husband, touching her consent to surrender (attached) lands, etc., holden of the said Manor, by the said H. Lord Nelson. 10th January, 1801. Signed: "Nelson." "Francis N. Nelson." Lent by C. J. E. Sparke, Esq.

275 Original Document, dated 12th March, 1798, from Sir Horatio Nelson, K.B., to Mr. Thos. Nottent and others, being letters of Attorney to admit and surrender certain copyhold messuages, lands, tenements, etc., in the parishes of St. Margaret's, in Ipswich and Rushmere (Suffolk). Sealed, etc. "Horatio Nelson." Lent by C. J. E. Sparke, Esq.

276 Autograph letter, Horatio Nelson to Commander Linzee.
Lent by L. L. Bloomfield, Esq.

Nelson Cenotaph made with 84 Guineas found on Nelson after his death at Trafalgar.

*277 The Nelson Cenotaph, made of the 84 guineas which were found in Lord Nelson's purse at the time he was mortally wounded at Trafalgar, 21st October, 1805. These guineas, together with his other effects, were sent to Mr. Alexander Davison, Nelson's intimate friend and agent, who had them worked into the design as now seen. The handles of the Sarcophagus are composed of the stern and prow of the barge that conveyed Nelson's body from Greenwich to Whitehall previous to the funeral. This barge is now preserved on board the "Victory" in Portsmouth Harbour.
Lent by the Executors of James Griffin, Esq., J.P.

*278 Nelson's Bristol china tea service. Lent by Alfred Trapnell, Esq.

279 Cup and saucer, plate and milk jug of the breakfast set ordered by Lord Nelson on his visit to the Royal Porcelain Works, Worcester, 1802.
Lent by the Worcester Royal Porcelain Co., Ltd.

280 Worcester breakfast cup and saucer, made for Admiral Viscount Nelson, bearing his coat of arms. Lent by Messrs. Stoner and Evans.

281 Wilson Cream Ware Plate, the border of which is painted with acorns and leaves, divided by two panels in which are the following inscriptions on the ribbon, "The Glorious 1st of August," and "The San Josef," with "Nelson" above each ribbon, in the centre of the plate are two green laurel branches joined together by a blue bow, which form a frame for the following inscription: "Nelson, 2nd April, Baltic," an anchor being in the centre above the wreath "**Aboukir,**" and under the wreath "14th Feb."
Lent by Messrs. Stoner and Evans.

282 Chamberlain Worcester Plate, bearing coronet of Lord Nelson in two panels, and the "San Josef," with inscription "Faith and Works" in another. A piece of the service presented by the ladies of England to Lord Nelson. Lent by Messrs. Stoner and Evans.

283 Admiral Nelson's telescope, made by Cameron, Liverpool. Stamped Day or Night, steamship "Victory." Lent by Hugh Brodrick, Esq.

284 Hair from the head of Lord Nelson, together with a letter from the late Admiral Sir Thomas Masterman Hardy, certifying that the hair is that of Lord Nelson; both being enclosed in an oak frame made from timbers of the "Victory."
Lent by Mrs. A. P. Pleadwell.

285 Combined Knife and Fork (in case) used by Lord Nelson.
Lent by Countess Gwendoline Mannini.

286 Autograph Document, signed by Lord Nelson.
Lent by Countess Gwendoline Mannini.

287 Bronze Medal Portrait Medallion of Nelson.
Lent by Countess Gwendoline Mannini.

288 Lock of Lord Nelson's Hair, cut off after his death by Captain J. Richards La Pénotière, of H.M. Schooner "Pickle."
Lent by Miss G. P. Graces La Pénotière

289 Gold Snuff Box, which belonged to Admiral Lord Nelson.
Lent by Miss F. H. Girdlestone.

290 Nelson's telescope. Given to Captain Sir Thomas Fremantle, of H.M.S. "Neptune," after Lord Nelson's death; afterwards left to his son, who became Admiral Sir Charles Fremantle, G.C.B.
Lent by Admiral Hon. Sir Edmund Fremantle, G.C.B.

291 Gold-chased and cast oval badge, upon a trophy of arms, of "Admiral Lord Nelson of the Nile, April 2nd, 1801." Given by Nelson to one of his captains after Copenhagen.
Lent by Robert Day, Esq., F.S.A.

292 Old Watch used by Nelson. This watch was purchased by the owner on 19th December, 1890, from R. H. Soden Smith, of the South Kensington Museum, and had inside its case a record of its history and the fact that Nelson had worn it. This record was, unfortunately, taken out of the watch and lost by the jeweller who cleaned it.
Lent by F. E. Sidney, Esq.

293 Gold Seal, engraved with Lord Nelson's coat of arms, used and worn by him. Lent by Miss F. H. Girdlestone.

294 Razor that belonged to Nelson, with his name scratched on it by himself. Lent by S. J. Wackett, Esq.

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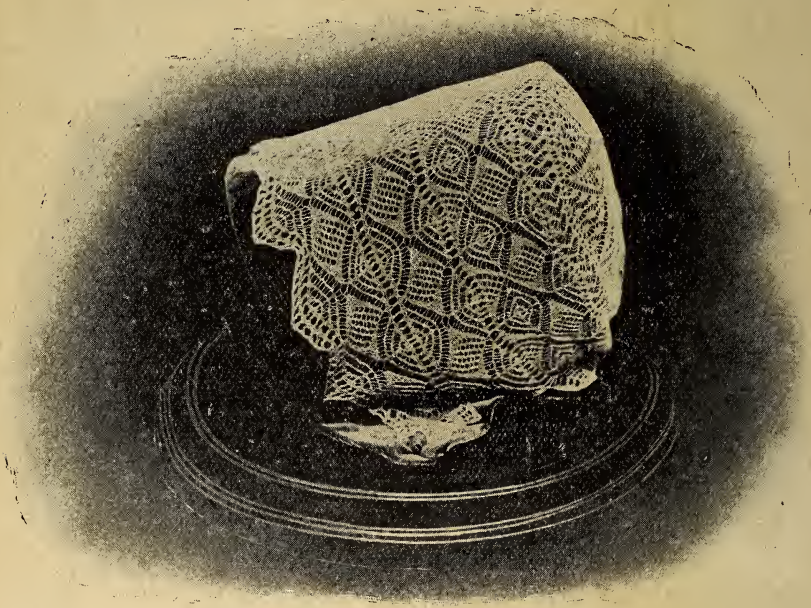
295 Shaving Glass, used by Lord Nelson. Lent by William Wackett, Esq.
296 Tankard used by Lord Nelson on the "Victory," with his monogram N.B. (Nelson Bronte). Lent by Walter L. Colls, Esq.
297 Dirk used by Lord Nelson as a midshipman. (Inherited by the Exhibitor from her great grandfather, who went to sea with Lord Nelson.) Lent by Miss Mabel Frances Boore.



Cap worn by Nelson when a Child.

298 Child's lace cap, believed to have been worn by Lord Nelson. Lent by Miss Dora Tubb.
299 } Two silver meat dishes from the collection of Lord Nelson, dated 1767
300 } and 1773. Lent by T. G. Midddlebrook, Esq.
301 Pair of gold buckles worn by Lord Nelson at the Battle of Trafalgar. Lent by T. G. Middlebrook, Esq.
302 Tourniquet used in amputating Lord Nelson's arm. Lent by T. G. Middlebrook, Esq.
303 Silver Centre Dish, part of the service presented to Lord Nelson after the victory off Copenhagen by the Committee of the City of London. Lent by T. B. Girdlestone, Esq.
*304 Teapot, formerly the property of Lord Nelson, used by him on the "Victory," the day before Trafalgar. Lent by Mrs. Jane Broom.
*305 Lady Hamilton.—After George Romney. As a miniature. Engraved by Condé. Lent by Joseph Grego, Esq.
*306 Epaulette worn by Lord Nelson. Lent by Mrs. Menzies, of Pitnacree, Perthshire.
*307 Tobacco Pouch used by Lord Nelson. Lent by Mrs. Menzies, of Pitnacree, Perthshire.
*308 Autograph Letter from Lord Nelson. Lent by Mrs. Menzies, of Pitnacree, Perthshire.
309 Cup used by Lord Nelson. Given to the Rev. D. B. Morley, by Lady Bolton, and presented by him to the Tolhouse Museum, Great Yarmouth. Lent by the Corporation of Great Yarmouth.

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310 Letter from Lord Nelson (H.M.S. "Victory" at sea, 8th June, 1805). Complimenting Captain J. W. Maurice, R.N., on his splendid defence of the "Diamond Rock," Martinique.
Lent by the Rev. R. Percy Barron.

311 Collection of Silver, formerly the property of Lord Nelson, engraved with his coat of arms and crest.
1 Silver Tea Tray.
2 Silver Candlesticks.
4 Silver Meat Dishes.
2 Silver-handled Carvers and Forks.
18 Silver-handled Dinner Knives.
Lent by John Barker, Esq.

312 Hot breakfast dish. Formerly used by Lord Nelson on the "Victory," engraved with initials and crest. Lent by Mrs. D. M. Noble.

313 Silver Dinner Plate, formerly the property of Lord Nelson. Date 1801.
Lent by Mrs. S. M. Spink.

314 Lord Nelson's Grog Spoon, used on board the "Victory."
Lent by Dr. E. G. Younger.

315 Nelson's Telescope, inscribed "Lieutenant Horatio Nelson, 1777."
Lent by F. W. Shelton Shelton, Esq.

PERIOD—1700-1815.

316 John Jervis, Earl of St. Vincent, G.C.B., Admiral of the Fleet. (1735-1823.) By Sir W. Beechey, R.A. Born, 1735. Commander, 1759. Captain, 1760. Commanded the "Foudroyant" in Keppel's action, 1778; and in the same ship captured the French 74-gun ship "Pégase," in 1782, for which he was made a K.B. In Lord Howe's Fleet at the relief of Gibraltar. Rear-Admiral, 1787; Vice-Admiral, 1793. Commanded the Naval Forces at the reduction of the French West India Islands, 1794. Admiral, 1795; and Commander-in-Chief of the Mediterranean. On the 14th February, 1797, engaged and obtained a splendid victory over the Spanish Fleet, off Cape St. Vincent. Created an Earl; honoured with a gold chain and medal, and a pension of £3,000 a year. Continued in command of the Mediterranean Fleet till 1799. Commander-in-Chief of the Channel Fleet, 1800, and Lieutenant-General of Marines. First Lord of the Admiralty, 1801-1804. Commander-in-Chief of the Channel Fleet, 1806-1807. General of Marines, 1814. Admiral of the Fleet, 1821. Died, 1823. Lent by the Fishmongers' Company.

317 Admiral Sir John Borlase Warren, Bart., G.C.B. (1753-1822). By John Opie, R.A. Born, 1753. Commander, 1779. Captain, 1781. Commanded a frigate squadron in the Channel in 1794, and captured a French Squadron, for which he was made a K.B. Performed much good service in the Channel, and in 1798 captured part of a French Squadron in Donegal Bay. Rear-Admiral, 1799. A squadron under his command captured, in 1806, the "Marengo" of 80 guns, and the "Belle Poule" frigate, part of Linois's squadron. Vice-Admiral, 1805. Admiral, 1810. Commander-in-Chief on the North American Station, 1813. G.C.B., 1814. Died, 1822.
Lent by the Hon. William Warren Vernon.

318 Vice-Admiral Sir Hyde Parker, Bart. (-1783.) By George Romney. Captain, 1748. Commanded the "Panther" at Manilla, and captured, in conjunction with the "Argo," a valuable galleon. Rear-Admiral, 1778. Third in command in Byron's action at Grenada, 1779. Second-in-command under Rodney in action with the French Fleet, 1780. Vice-Admiral, 1780. Fought a severe action with a Dutch squadron on the Dogger Bank, 1781. Succeeded to a baronetcy, 1782. Appointed Commander-in-Chief in the East Indies, and sailed in the "Cato" in October, 1782; but was lost with all hands in the following year, on the passage from the Cape of Good Hope. Nothing was ever discovered of the circumstances.
Lent by the Rev. Sir W. Hyde Parker, Bart.

319 The scene before Gibraltar on the morning of the 14th September, 1782. By James Jeffreys. Lent by the Mayor and Corporation of Maidstone.

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320 Capt. W. P. Cumby, who took the command of H.M.S. "Bellerophon" at the Battle of Trafalgar on the death of Capt. John Cooke, who was killed at the beginning of the engagement.
Lent by Mrs. Anne Jane Pearson.

321 Richard Howe, Earl Howe, K.G., Admiral of the Fleet. (1726-1799.) Born, 1726. Lieutenant, 1744. Commander, 1745. Captain, 1746. Commanded the "Magnanime" in the expedition to Basque Roads in 1757. Commodore of a squadron on the coast of Brittany and Normandy in 1758. Captain of the "Magnanime" in the battle of Quiberon Bay, November 20th, 1759. Treasurer of the Navy, 1765. Rear-Admiral, 1770. Vice-Admiral, 1775. Commander-in-Chief in North America, 1776-78. Admiral and Commander-in-Chief in the Channel and at the relief of Gibraltar, 1782. First Lord of the Admiralty, 1783-88. Created Earl Howe, 1788. Vice-Admiral of England, 1792. Commander-in-Chief in the Channel, 1793-97, with the Union flag at the main; and defeated the French Fleet off Ushant on 1st June, 1794. Admiral of the Fleet and General of Marines, 1796. K.G., 1797. Died, 1799. Lent by Earl Howe.

322 1st Action off Sadras, 1782. Admirals Sir Ed. Hughes and Suffrein. By Dominic Serres, R.A. Lent by the Corporation of Ipswich.

323 2nd Action off Ceylon, 1782. Admirals Sir Ed. Hughes and Suffrein, by Dominic Serres, R.A. Lent by the Corporation of Ipswich.

324 Sailing from Madras. Admirals Sir Ed. Hughes and Suffrein, by Dominic Serres, R.A. Lent by the Corporation of Ipswich.

325 4th Action off Trincomalee, 1782. Admirals Sir Ed. Hughes and Suffrein, by Dominic Serres, R.A. Lent by the Corporation of Ipswich.

326 5th Action off Portonovo, 1782. Admirals Sir Ed. Hughes and Suffrein, by Dominic Serres, R.A. Lent by the Corporation of Ipswich.

327 Chase off Covelong. Admirals Sir Ed. Hughes and Suffrein, by Dominic Serres, R.A. Lent by the Corporation of Ipswich.

328 Lord Howe's Victory, 1st June, 1794.
Lent by the Royal Naval College Museum, Greenwich.

329 Lord Howe's Victory. The return of the Fleet after the engagement.
Lent by the Royal Naval College Museum, Greenwich.

330 Lord St. Vincent. February 14th, 1797.
Lent by the Royal Naval College Museum, Greenwich.

331 Lord Duncan's Victory. 11th October, 1797.
Lent by the Royal Naval College Museum, Greenwich.

332 Captain Basil Hall, R.N. (1788-1844.) By Sir H. Raeburn, R.A. Born, 1788. Lieutenant, 1808. Commander, 1814. Captain, 1817. Died, 1844. Author of "Fragments of Voyages and Travels," and
Lent by Lieut. Basil Hall, R.N.

333 Vice-Admiral William Young, R.N., by Lance. As acting flag captain to Lord Keith, the Naval commander of the Expedition, on board the "Foudroyant," he conducted the landing of the British troops in Egypt, 1801. Lent by Sir Frederick Young, K.C.M.G.

334 Naval Action, in which Admiral J. B. Vernon defeated a French Fleet on the coast of Ireland in 1798, for which victory the Freedom of the City of London was conferred upon Sir John Warren. By Pocock.
Lent by the Hon. William Warren Vernon.

335 The memorable victory over the French, commanded by Comte de Grasse, off Dominica, in the West Indies, on April 12th, 1782, under George Bridges Rodney, Commander-in-Chief of the British Fleet. By Nicholas Pocock.
Lent by the Society of Merchant Venturers, of Bristol.

336 Naval Action, in which Admiral J. B. Vernon defeated a French Fleet on the coast of Ireland in 1798, for which victory the Freedom of the City of London was conferred upon Sir John Warren. By Pocock.
Lent by the Hon. William Warren Vernon.

337 Sir Nathaniel Dance.
Lent by the Right Hon. the Secretary of State for India.

338 Capt. William Parker (afterwards Adm. Sir William Parker, G.C.B.) at the age of 20, by Drummond. Lent by Lady Parker.

339 Action of 15th February, 1804, off Pulo Aor, between a fleet of the Hon. East India Company's ships and a French squadron under Rear-Admiral Linois. The Hon. East India Company's ships, under

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ADMIRAL EARL ST. VINCENT. By Beechey, R.A.

Commodore Nathaniel Dance, were as follows:—"Earl Camden," "Warley," "Alfred," "Royal George," "Coutts," "Wexford," "Ganges," "Exeter," "Earl of Abergavenny," "Henry Addington," "Bombay Castle," "Cumberland," "Hope," "Dorsetshire," "Warren Hastings," and "Ocean," of from 30 to 36 guns each. The French squadron consisted of the "Marengo," 74, "Belle Poule," 40, "Sémillante," 36, "Berceau," 22, and "Aventurier," 16. Commodore Dance's firmness and tact saved his valuable fleet; and this gallant officer received a Knighthood from the King, liberal acknowledgments from the Hon. East India Company and from the Patriotic Fund, and £5,000 from the Bombay Insurance Society. The incident is described by Marryat in Newton Foster.

Lent by the Right Hon. the Secretary of State for India.

340 The Hon. East India Co.'s Ship "Inglis" and fleet in full sail, leaving St. Helena in July, 1830. Lent by Mrs. S. B. Middlemass.

*341 Dutch Men-of-War. Lent by William Foat, Esq.

342 The Action off Cape Finistère, 1747. By S. Scott.
Lent by the Junior United Service Club.

*343 The Burning of Lord Sandwich's ship, "The Royal James," at the battle of Solbay, May 28th, 1672. By W. Vandevelde.
Lent by Mrs. Lewis.

*344 British Warships leaving Malta. Lent by Henry Gowan, Esq.

345 The Genoese Pirate "Liguria," taken into Gibraltar by H.M. brig "Espoir," Commander Loftus Otway Bland, 7th August, 1798, by T Whitcombe. Lent by John Humphry Bland, Esq.

346 Capture of the Genoese Pirate "Liguria" of 26 guns by H.M. 14 gun brig "Espoir," Commander Loftus Otway Bland, 7th August, 1798, by T. Whitcombe. Lent by John Humprhy Bland, Esq.

347 The "Anson's" (Captain P. C. Durham) Encounter with five French frigates. Picture by Pocock. An incident connected with the abortive expedition of Commodore Bompart to the West Coast of Ireland in 1798. (See James' Naval History, Vol. II., p. 125 *et seq.*) The "Anson," 44 gun frigate, joined the small force which was watching Bompart's squadron, on the 20th September, three days after that squadron's escape from Brest. The "Anson" assisted in keeping touch of the enemy till the 11th October, when she parted company, owing to damage done by stress of heavy weather (loss of mizzen mast, main yard, etc.). She was attacked on the evening of the next day in this damaged condition by five French frigates, one of which was the "Loire," part of Bompart's squadron, which had been dispersed by Sir John Warren, but succeeded in escaping with a loss of 2 men killed and 13 wounded, after suffering some further damage. The sequel to this picture is given in No. 348 (the "Anson" and the "Loire").
Lent by Maj.-Gen. Sir James Wolfe Murray, K.C.B., of Cringletie.

348 The "Anson" (Captain P. C. Durham) taking the "Loire," the Kangaroo brig in company. Picture by Pocock. The companion picture, to which this is a sequel, is listed 347, *q.v.* The "Anson" (44 guns), in her crippled condition (due to stress of weather and previous encounter with the enemy) again fell in with the "Loire" (23 guns) on the 18th October, 1798, and after an engagement of an hour and a quarter, at the termination of which the "Kangaroo" brig bore down upon the two combatants, the "Loire" struck her colours. The "Anson's" losses were 2 killed and 13 wounded; those of the "Loire" 46 killed and 71 wounded. It is a curious incident connected with this engagement, that Captain Ségond, who was in command of the "Loire," had previously been captured by Captain Durham, when the latter took the French corvette "Zéphyr."
Lent by Maj.-Gen. Sir James Wolfe Murray, K.C.B., of Cringletie.

*349 "Fighting Temeraire" tugged to its last berth, after J. M. W. Turner. Lent by Miss I. I. L. Jay.

*350 Relief of Gibraltar, 1782. By R. Paton. Lent by J. B. Muir, Esq.

351 H.M. Frigate "Inconstant," 36, Capt. Thomas Francis Fremantle attacking the French man of war, "Ca Ira" off Genoa, 13th March, 1795. The ship, under press of sail to the left is the

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**Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.*

"Agamemnon," 64, Capt. Horatio Nelson; in the distance are seen the English and French Fleets. The "Ca Ira" was captured the following day by F. Sartorius. Lent by the Rt. Hon. Lord Cottesloe.

352 Capture of "La Minerve," June 24th, 1795. By "Sartorius." In the centre is the small but fast-sailing "Dido," commanded by Capt. Towry, fighting "Minerve" and "Artémise." The "Lowestoft," Capt. Middleton, is coming to the "Dido's" assistance.
Lent by Lord Ellenborough.

353 H.M.S. "Royal William" at Spithead. Rebuilt second time at Portsmouth, 1719. Broke up August, 1813.
Lent by the Misses Schetky.

*354 Action between Sir C. Knowles and the Spaniards in the West Indies, 1748, by R. Paton. Lent by J. B. Muir, Esq.

355 Moonlight Combat. Capture by H.M. Corvette "Thorn," Capt. Otway, of a French corvette. West Indies, 1795.
Lent by the Rt. Hon. Sir Arthur Otway, Bart.

356 Battle of Navarino. By R. S. Thomas.
Lent by Lieut. R. C. Cator Smart.

*357 Action between Paul Jones and Captain Pearson, off Scarborough, in 1779. By R. Paton. Lent by J. B. Muir, Esq.

358 Repulse of a French Squadron off Pulo Aor. By Butterworth.
Lent by The Junior United Service Club.

359 The Mutiny of the Bounty. Lent by Walter Coombs, Esq.

*360 Situation of the Brunswick at the battle of Toulon, 1794, ending in the capture of both "Le Vengeur" and "L'Achille. By T. Butterworth.
Lent by J. B. Muir, Esq.

*361 Situation of the Brunswick at the battle of Toulon, 1794, ending in the capture of both "Le Vengeur" and "L'Achille. By T. Butterworth.
Lent by J. B. Muir, Esq.

362 Capt. George Morison King, R.N., who was Flag Lieutenant to Lord Exmouth at the battle of Algiers. Lent by Geo. Leigh King, Esq.

363 Captain Philip Charles Durham (afterwards Admiral Sir P. C. Durham, G.C.B.), born 1763, died 1845. Portrait by Northcote.
Lent by his great grand-nephew, Major-General Sir James Wolfe Murray, K.C.B., of Cringletie.

364 Benjamin Wills Page, Admiral of the "Blue." By Dominic Serres, R.A. Lent by the Corporation of Ipswich.

365 Alexander Hood, Viscount Bridport, K.B., Admiral (1727-1814). By L. F. Abbott. Born, 1727. Lieutenant, 1746. Commander and captain, 1756. Commanded the "Minerva" frigate in Hawke's defeat of Conflans in 1759; and in the same ship captured, 1761, the "Warwick," 60-gun ship, armed en flute. Treasurer of Greenwich Hospital, 1766. Commanded the "Robust" in Keppel's action, 1778, Rear-Admiral, 1780. Commanded a division of the fleet, under Lord Howe, at the relief of Gibraltar, 1782. Vice-Admiral, 1787. K.B., 1788. Second in command of the Channel Fleet under Lord Howe, 1793. Admiral, 1794; and second in command at the victory over the French Fleet on the 1st June. Raised to the Irish peerage as Baron Bridport, and decorated with the gold chain and medal. Defeated the French Fleet, off Croix, 22nd June, 1795. Vice-Admiral of England, 1796; and created an English peer. Commander-in-Chief of the Channel Fleet, 1797, during the Mutiny, and until 1800. Lieutenant-General of Marines, 1799. Viscount Bridport in 1801, and General of Marines. Died, 1814.
Lent by Viscount Hood.

366 Admiral Sir Philip Charles Durham, G.C.B. Born, 1763. Died, 1845. Portrait by Wood. Admiral Durham brought the first tri-coloured flag into Portsmouth in 1793, when in command of the "Spitfire," and the last tri-coloured flag struck to him, in the "Venerable," at the taking of Guadaloupe, in 1815. He was in command of the "Defiance" (wounded), at Trafalgar (for which he received the gold medal), and he was a Chevalier of the French Order of Mérite Militaire.
Lent by his great grand-nephew, Major-General Sir James Wolfe Murray, K.C.B., of Cringletie.

**Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.*

367 Sir Edward Hughes, K.B. By Sir Joshua Reynolds, P.R.A., 1785.
Lent by the Corporation of Ipswich.

368 Lieut. John Handley, R.N., was in the Battle of Trafalgar. Became deaf in engagement. Gazetted afterwards as captain.
Lent by Miss Ada J. W. Wingrove.

369 Captain J. Cooke. Lent by Major Dwarris Dwarris.

370 Captain Robert Maunsell, capturing French gun-boats off Java, July 31st, 1811. The "Procris" fell in, off the coast of Java, with six gun-boats and a convoy of proas, but was prevented by shallow water from following them. Her commander, Captain Maunsell, therefore proceeded to attack them in the boats of his ship, accompanied by two flat boats, containing soldiers of the 14th and 89th Regiments, and gallantly boarded and captured five of them. The sixth was blown up. Lent by Dermod O'Brien, Esq.

371 Admiral Sir Hyde Parker, Knight, as captain of H.M.S. "Phœnix." By G. Romney. Knighted by George III., 1799, for distinguished services in American Wars. Commanded at Copenhagen.
Lent by the Rev. Sir W. Hyde Parker, Bart.

372 Samuel Hood, Viscount Hood, G.C.B., Admiral. (1724-1816.) By L. F. Abbott. Born, 1724. Lieutenant, 1746. Commander, 1754. Captain, 1756. In command of the 50-gun ship "Antelope," drove on shore the "Aquilon," French ship of equal force, in 1757; and as captain of the "Vestal" frigate, captured, in 1759, the "Bellona," of equal force. Commissioner of Portsmouth Dockyard and Baronet, 1778. Rear-Admiral, 1780. Engaged the French Fleet off Martinique, April, 1781; was second in command in the action off the Chesapeake, 5th September, 1781; repulsed De Grasse at St. Kitt's in January, 1782. Second in command under Rodney, at the total defeat of the French Fleet, in 1782; for which services he was raised to the Irish peerage. Vice-Admiral, 1787. Commander-in-Chief of the Mediterranean, 1793. Obtained possession of Toulon and of the fleet therein. Reduced Corsica, and performed other brilliant services. Admiral, 1794. Governor of Greenwich Hospital, 1796, and created a Viscount. G.C.B., 1815. Died, 1816. Lent by Viscount Hood.

373 18-gun Corvette "Falkland," Commander J. Rennie, C.B., I.N., assisting an East Indiaman with the crew in mutiny.
Lent by Capt. James Menteith Brebner, I.N.

374 Landing of the British Troops in Egypt, March, 1801, by Luny.
Lent by Sir Frederick Young, K.C.M.G.

375 Vice-Admiral Sir Thomas Francis Fremantle, G.C.B., father of First Lord Cottesloe, fought under Nelson at Copenhagen and Trafalgar. Born 1765, died 1819. By E. Bristow.
Lent by the Rt. Hon. Lord Cottesloe.

*376 Portrait of a Naval Officer. Signed, R. Livesay.
Lent by Mrs. Mary Bell.

*377 Oil painting. Portrait of Admiral Sir Sidney Smith, G.C.B. By Sir Robert Kerr Porter. Lent by Joseph Grego, Esq.

378 Rear-Admiral Sir Thomas Louis Bart. (-1807.) Captain, 1783. Commanded the "Minotaur" in the Battle of the Nile. Rear-Admiral, 1804. Second in command in the battle off St. Domingo, 1806, and made a baronet. Died on board the "Canopus," off Alexandria, 1807. Lent by E. G. Louis, Esq.

379 The Earl of St Vincent, by Sir William Beechey. Lent by Lady Parker.

380 Cuthbert Collingwood, Lord Collingwood, Vice-Admiral (1750-1810). Born 1750. Served on shore at the Battle of Bunker's Hill. Captain, 1780. Flag-Captain to Rear-Admiral Bowyer in Howe's action. Commanded the "Excellent" in the battle off Cape St. Vincent. Rear-Admiral, 1799. Vice-Admiral, 1804. Second in command under Nelson at Trafalgar, and for his eminent services raised to the peerage, with a pension of £2,000 a year. Continued to command the Mediterranean Fleet until his death, 7th March, 1810. His body was brought to England and buried in the crypt of St. Paul's.
Lent by A. Burdett-Collingwood, Esq

381 Admiral the Earl St. Vincent, by Sir William Beechey.
Lent by the Lady Harris, C.I

**Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.*

382 Battleship in Chase. By Luny. Lent by Samuel Peel, Esq.
383 Portrait of Samuel, 1st Viscount Hood, painted in 1794.
Lent by Mrs. C. McCaskie.

PERIOD—1650-1700.

*384 Blake and Van Tromp. Lent by the Artist, R. Morton Nance, Esq.
*385 The Taking of the Galleon.
Lent by the Artist, R. Morton Nance, Esq.
*386 The Battle of Solebay. Lent by the Artist, R. Morton Nance, Esq.
*387 In the Channel,1600. Lent by the Artist, R. Morton Nance, Esq.
*388 "On the Wings of the Wind." Dutch Warship about 1660.
Lent by R. Morton Nance, Esq.
389 Pencil Drawing from model of "L'Agréable," 1695, at the Louvre.
390 Pencil Drawing from Dutch model at the Louvre of a warship, 1740.
Lent by R. Morton Nance, Esq.
*391 Fight between English men of war and Spanish galleons, circa 1752. by R. Paton.
Lent by J. B. Muir, Esq.
392 Samuel Pepys, F.R.S. By Sir Godfrey Kneller.
Lent by the Royal Society.
*393 The Battle of La Hogne, by Wm. Vandevelde.
Lent by F. Munting, Esq.
*394 Action between English and Dutch, 17th Century.
Lent by J. B. Muir, Esq.
395 Attack on Gibraltar at night by Spaniards sending fire-ships into the harbour. By Thos. Whitcombe, 1783.
Lent by Fleetwood Sandeman, Esq.
*396 Samuel Pepys and the pressed men at the Tower. Diary, July 1, 1666
1666. Lent by the artist, Thomas Davidson, Esq.
*397 Removing the Harp from the Flags, 1660. By Thos. Davidson.
"May 13th, 1660 (Lord's Day). To the quarter-deck, at which the sailors were cutting out yellow cloth in the fashion of a crown and C.R., and sewing that into the flag instead of the States' Arms. In the afternoon a Council of War to acquaint the captains that the harp must be taken out of all their flags, it being very offensive to the King. No sermon all day, we being under sail."—Extract from Pepy's Diary.
Lent by Mrs. John Samson.
898 Burial of Admiral Drake, by Thos. Davidson.
Lent by the Plymouth Municipal Museum and Art Gallery.
*399 King Charles II. reviewing the Fleet at the Nore, 1665, by Van de Velde.
Lent by William Baugh, Esq
*400 Capture on 4th Nov., 1805, by Rear-Admiral Sir Richard Strachan, Bart., of the French squadron commanded by Admiral Dumanoir, which had escaped from the Battle of Trafalgar. By T. L. Hornbrook. Lent by Albert Robert Newman, Esq.
*401 A frigate saluting. Lent by F. Munting, Esq.
402 Capture of the French frigate "L'Etoile," 40 guns, by H.M.S. "Hebrus." 36 guns, commanded by Captain Edmund Palmer, off Cape La Hogue, 27th March, 1814. "L'Etoile" was added to the Navy as the "Topaz."
Lent by Henry Palmer, Esq.
*403 Frigate outside Malaga. Lent by F. Munting, Esq.
*404 Battle of Lepantha. By Rudolph Backuysen (1631-1708) and Johannes Lingelback (1625-1687). Lent M. H. Colnaghi, Esq.
*405 Naval Battle by Stoeck. Lent by F. Munting, Esq.
406 Admiral Benbow. Painted shortly before he died.
Lent by Mrs. M. C. Sidney.
407 Naval engagement before the time of the Union, between English and French ships. (English flying St. George's Cross and French flying the French flag.) Supposed to be by Vandevelde.
Lent by the Admiralty, from Devonport Dockyard.
*408 Naval Episode of the Turkish War, XVII. century. By De Loutherbourg. Lent by M. H. Colnaghi.
*409 Naval Episode of the Turkish War, XVII. century. By De Loutherbourg. Lent by M. H. Colnaghi, Esq.
*410 Old English Sea Fight. Lent by Walter Coombs, Esq.

**Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.*

*411 Action between Sir Edward Spragg and the Algerine Pirates, circa 1670. Lent by J. B. Muir, Esq.

412 The Earl of Lindsay, 1626, Lord High Admiral of Charles I. By Dobson. 1610-1646. Lent by Sir George Donaldson.

*413 English Man-of-War. By T. Cleveley, 1763. Lent by Mrs. E. K. Young.

*414 Naval Bombardment and Storming. 1740. Lent by J. W. Brook, Esq.

*415 Hon. Edward Russel (son of the Earl of Bedford), Lord High Admiral and Commander-in-Chief of H.M. Forces on Land and Sea. Made Lord Orford on winning the Battle of Barfleur, Cape La Hogue, which extinguished the cause of James II. and defeated Louis XIV., and the French support to the Jacobite cause in Great Britain. By Sir Godfrey Kneller. Lent by The Rt. Hon. Lord Sandys.

416 Birdseye view of Cape la Hogue, by W. Van de Velde. Lent by the Rt. Hon. Lord Sandys.

417 The Battle of Barfleur, Cape La Hogue, by Van de Velde, gained by Edward Russel, Earl of Orford, commander-in-chief and Lord High Admiral of England. Lent by The Rt. Hon. Lord Sandys.

418 Naval Battle. By W. Van de Velde. Lent by The Right Hon. Lord Sandys.

419 Hon. Edward Russell at the age of two. Lent by The Right Hon. Lord Sandys.

420 Naval Battle. By W. Van de Velde. Lent by The Right Hon. Lord Sandys.

421 Admiral Sir Richard Haddock. Queen Anne period. Lent by Col. Richard D. B. Rutherford.

422 Admiral Sir Nicholas Haddock, Queen Anne period. Lent by Col. Richard D. B. Rutherford.

*423 The Earl of Nottingham. Lent by the Brook Street Art Gallery.

*424 Defeat of the Dutch Fleet, off Harwich, by the Duke of York, 3rd June, 1665. Lent by M. H. Colnaghi, Esq.

425 Portrait of Sir George Walton, Knight. Lent by Alexander Lee Onslow. Esq.

*426 The Dutch Fleet, under Adm. de Ruyter, sails to meet the English. By Backuysen 1631-1708). Lent by M. H. Colnaghi, Esq.

PERIOD—1815-1850.

429 Sir Thomas Ussher, G.C.B., K.H., Rear-Admiral and Equerry to King William IV. Lent by Captain B. W. Ussher.

*430 Convict Ships ready to sail from Portsmouth Harbour, by T. Luny. Lent by J. B. Muir, Esq.

431 H.M.S. "Warspite," drying her sails off Canada, by Reinagle Junior. Lent by Lady Parker.

432 Sloop of War, 16th-17th Century, by Charles Brooking. Lent by G. W. Younger, Esq.

433 H.M.S. "Rinaldo" at Salangore, in the Straits of Malacca. Lent by Capt. Selby Lilburn, R.N.

434 Admiral Sir Charles Napier, K.C.B. Lent by Mrs. E. Napier Jodrell.

435 Capt. George William Manby, F.R.S. by S. Lane. Lent by the Royal Society.

436 Nicolas I., taken from the Town Hall of Yalta, in the Crimea, by Captain Hon. S. T. Carnegie. Lent by Mrs. P. Smith.

*437 Merchantman in a gale off the Lizard, bearing N.N.W., 1805, by T. Luny. Lent by J. B. Muir, Esq.

*438 Merchantman in a gale off the Lizard, bearing N.N.W., 1805, by T. Luny. Lent by J. B. Muir, Esq.

*439 The Glorious 1st of June, Lord Howe's victory over the combined Spanish-French Fleets. By J. L. Tudgey. Lent by W. E. Hawkesley, Esq.

440 The "Venerable" (74) flying the flag of Rear-Admiral P. C. Durham, capturing the two French 40-gun frigates, "Iphigénie" and "Alcémène," 1814, off the Canary Islands; the "Iphigénie temporarily escaping, to be captured by Admiral Durham four days later. (Sir

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James' Naval History, Vol vi., p. 259.)
Lent by Major-General Sir James Wolfe-Murray, K.C.B., of Cringletie.

*441 Harbour with shipping. Water colour painting by Claude Joseph Vernet, who painted the ports of France at the command of Louis XV., 1714-1789. Lent by Miss E. A. Coy.

442 The "Earl of Abergavenny," East Indiaman, commanded by John Wordsworth, younger brother of the Poet.
Lent by the Rt. Hon. the Secretary of State for India.

*443 Naval Scene. By Vandevelde. Lent by T. P. Hill, Esq.

*444 Admiral Hornby's Flying Squadron, 1869-1870.
Lent by A. J. W. Burgess, Esq.

445 Capture of the two Dutch Schooner Privateers, "Mars" and "Hercules," off the Dogger Bank, 3rd December, 1701, by Capt. Macbride, in the Frigate "Artois." Believed to be the picture by Robert Dodd, which was exhibited at the Royal Academy in 1782 (No. 395).
Lent by G. W. Younger, Esq.

*446 View of Portsmouth Harbour, by T. Luny. Lent by J. B. Muir, Esq.

447 H.M. Ship "Victory" being saluted at Portsmouth. By S. W. Cooke, R.A. Lent by the Sussex Goldsmiths' and Silversmiths' Co.

448 Admiral Sir Philip Bowes Vere Broke, K.C.B., Bart. Hero of the engagement between the "Chesapeake" and the "Shannon," 1st June, 1813. By Samuel Lane. Lent by the Corporation of Ipswich.

449 The Melée on deck of the "Chesapeake." Capt. Broke receiving his wound.
Lent by Lady De Saumarez.

450 The capture of the United States Frigate "Chesapeake," under Capt. Lawrence, by H.M. Frigate "Shannon," under Capt. Broke, off Boston, on the 1st June, 1813. Lent by Lady De Saumarez.

*451 G.S.N. Company's steamship "Shakespeare" (Channel Steamer), off Dover, by Huggins. Lent by J. B. Muir, Esq.

*452 Man of War dismasted in a gale, probably the Warren Hastings in South Atlantic, by T. Butterworth. Lent by J. B. Muir, Esq.

*453 Southampton Water. By Geo. Vincent.
Lent by the Brook-street Art Gallery.

*454 "Duke of Wellington," 131 guns, under sail and steam. By Knell.
Lent by Lieut.-Col. T. Henry Baylis, K.C., V.D.M.A.

455 Engagement between the "Chesapeake" and "Shannon."
Lent by Capt. C. A. R. Hoare.

*456 Battle of Navarino. By Reinagle. Lent by Messrs. E. Parsons and Sons.

*457 Frigate in Full Sail. Lent by Henry Atwood, Esq.

*458 Lord Nelson's ship "Foudroyant," wrecked on the coast of Lancashire. Lent by the Artist, F. Baden-Powell, Esq.

459 "The Ferry," by William Collins, R.A. Lent by Maurice Grant, Esq.

*460 West Indian Expedition, Troops disembarking, dated 1790, by Lieut.-Elliott. Lent by J. B. Muir, Esq.

*461 Launch of a battleship, Deptford Dockyard, by R. Paton, figures by Mortimer. Lent by J. B. Muir, Esq.

462 The "Vengeance," under the command of Admiral Lord Ed. Russell, at the siege of Sebastopol. Lent by Rev. E. F. Russell.

*463 Man of War, under full sail, off the Isle of Wight. By J. Butterworth, 1830. Lent by Frederick K. Tate, Esq.

464 "Calm at Sea," by C. Brocking. Lent by Colonel Moore Brabazon.

465 Thames Shipping at Old London Bridge.
Lent by the Sussex Goldsmiths' and Silversmiths' Co.

466 Portsmouth Harbour with the "Odin" Hulk and Man-of-War "Brig" going out.
Lent by the Misses Schetky.

467 Thames Shipping at Old Lambeth Palace, by D. Turner.
Lent by the Sussex Goldsmiths' and Silversmiths' Co.

468 "Herald" being towed into Mackeira Harbour, Solomon Islands, in search of Ben Boyd. By Glen Wilson. "Herald's" Voyage, Captain (the late Admiral Sir Henry Denham, F.R.S.)
Lent by Mrs. Annesley Denham.

469 "Herald" and "Tender" drawn together at night, boats towing the latter. By Glen Wilson. "Herald's," Voyage, 1852. Captain (the late Admiral Sir Henry Denham, F.R.S.).
Lent by Mrs. Annesley Denham.

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470 Sir Robert Seppings. Lent by Capt. H. S. Harrison.
471 The Island of St. Helena.
Lent by the Right Hon. the Secretary of State for India.
472 The Cape of Good Hope.
Lent by the Right Hon. the Secretary of State for India.
473 Greenwich Pensioner of 18th Century. Attributed to Sir Joshua Reynolds. Lent by Fleetwood Sandeman, Esq.
474 Capt. the Hon. Chas. Napier, R.N., Commander of the "Sterling Castle." 1764. Lent by Lieut. F. H. Napier.
*475 British War Ships. By T. Luny, painted in 1805.
Lent by Henry Gowan, Esq.
476 Admiral Earl of Dundonald. Lent by the Earl of Dundonald.
477 Cutting out of the "Esmeralda." Lent by the Earl of Dundonald.
478 Basque Roads, Morning, 12th April, 1809.
Lent by the Earl of Dundonald.
479 Basque Roads, View of Explosion. Lent by the Earl of Dundonald.
480 Basque Roads, Noon, 12th April, 1809. Lent by the Earl of Dundonald.
481 Admiral Dundonald as a boy. Lent by the Earl of Dundonald.
482 Admiral Dundonald when in Parliament.
Lent by the Earl of Dundonald.
*483 A Running Fight. Lent by the Artist, S. Sullivan, Esq.
*484 The Battle of Camperdown Lent by F. Munting, Esq.
*485 Naval Battle, by Dominic Serres. Lent by F. Munting, Esq.
*486 View of Deptford Dockyard, by Dominic Serres.
Lent by F. Munting, Esq.
*487 Frigate Lying-to for a Pilot, by Whitcomb. Lent by F. Munting Esq.
*488 Frigates off Portsmouth. Lent by F. Munting, Esq.
489 Capture of Spanish convoy by two English frigates, about 1762.
Lent by B. M. Parker, Esq.
490 Charles II. of Spain, who was reigning at the time of the attack on Gibraltar. Lent by Fleetwood Sandeman, Esq.
491 Dance's Action (1804), by J. C. Schetky (water colour).
Lent by Percival A. Nairn, Esq.
492 Capture of French Line of Battleship, "Guillaume Tell" (1800), by H.M. Frigate "Penelope" 36, "Lion" 64, and "Foudroyant" 80.
Lent by Percival A. Nairn, Esq.

PERIOD—1850-1905.

*493 American Liner, steam and sailing, one funnel; screw. Painted 1860.
Lent by George Brown, Esq.
*494 The first Royal Yacht, "Victoria and Albert," two-funnel paddle. Painted in 1861. Lent by George Brown, Esq.
*495 Old Hulk in the Medway, by Stansfield.
Lent by Frank Munting, Esq.
*496 Pearl Fishing in the East. Lent by L. F. Silas, Esq.
*497 Scouts of the Fleet. Lent by the Artist, H. E. Buch, Esq.
498 First Landing of King Otho in Greece, with a view of H.M.S. "Royal Alfred," bearing flag of Vice-Admiral the Hon. Sir H. Hotham, K.C.B.
Lent by Rev. Lucius H. O'Brien.
*499 Black Wednesday. The terrible gale of March, 1883, on the Dogger Bank is spoken of amongst the fishermen of the present day under the above title. The picture is painted from personal description of eye-witnesses of the event. In the night two fleets on different tacks drove into each other with fearful results.
Lent by the Artist, Thomas M. Hemy, Esq.
*500 The King's racer, the "Britannia."
Lent by the Artist, Thomas M. Hemy, Esq.
*501 The Steam Trawler "Crane." Shortly before midnight on the night of October 21st, 1904, the Baltic Fleet opened fire on the fishing boats, and sent one of them, the "Crane," to the bottom. Her captain and third mate were killed by a shell, and six of the crew severely wounded. Lent by Ellis Silas, Esq.
*502 The Channel Fleet steaming out of Plymouth Sound.
Lent by the Artist, William Parkyn, Esq., A.R.C.A.

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*503 Admiral Prescott proposing the health of Queen Victoria to the Portsmouth Dockyard Battalions. Lent by Mrs. E. Clarke.

*504 Home Again, commemorating the Crimean War. Lent by Messrs. Collingridge Bros.

*505 Eastward Ho, commemorating the Crimean War. Lent by Messrs. Collingridge Bros.

506 H.M.S. the "Pallas" passing the "Minerva." Lent by the Earl of Dundonald.

507 H.M. Corvette "Esk" entering Gibraltar Roads, making her number and saluting the Admiral. Built by Scott Russell, 1852. Lent by the Misses Schetky.

508 Egypt, 1882. By J. E. Hodgson, R.A. Lent by the Hon. W. F. D. Smith.

509 H. M. S. "Victoria," the last three-decker under sail in 1867. Lent by W. F. Mitchell, Esq.

510 "Wealth" and "Power" on the Tyne, by Frank H. Mason. Lent by John D. Milburn, Esq.

*511 Japanese first-class cruiser "Takasago." Lent by the Artist, Ellis Silas, Esq.

*512 Paddle Steamer "Falcon," trader between Belfast and Liverpool. By I. Heard, 1837. Lent by Henry Gowan, Esq.

513 The "Revenge" leaving Jarrow, by Neils M. Lund. Lent by John C. Milburn, Esq.

*514 Adm. Exmouth, after painting by Sir W. Beechey, engraved by C. Turner. Lent by Beresford Davis, Esq.

*515 H.R.H. William Henry, Duke of Clarence (afterwards King William IV.), as a midshipman on board the "Prince George," 1782, by Benjamin West, P.R.A. F. Bartolozzi, R.A., sculptor. P. Sandby, R.A., aquat. Proof before inscription. Lent by Joseph Grego, Esq.

*516 Lord Viscount Nelson and Admiral Collingwood. Engraved from a miniature for which Nelson sat to Mr. Bowyer. Lent by Joseph Grego, Esq.

*517 Earl St. Vincent. After G. Stuart, by J. R. Jones. Lent by Frank T. Sabin, Esq.

*518 Earl of Onslow, after a painting by Stewardson, engraved by W. Ward. Lent by Alfred Davis, Esq.

*519 Rear-Admiral Sir Chas. Douglas, after H. Singleton, by J. Jones. Lent by Frank T. Sabin, Esq.

*520 Adm. Lord Saumarez, painted by Lane, engraved by Ryall. Lent by Arthur S. Davis, Esq.

*521 John, Earl St. Vincent, after Sir W. Beechey, by C. Turner. Lent by Frank T. Sabin, Esq.

*522 Lord Bridport, after Abbott, by V. Green. Lent by Frank T. Sabin, Esq.

*523 Sir Ed. Hughes, K.B., after Reynolds, by J. Jones. Lent by Frank T. Sabin, Esq.

*524 Admiral Vernon, after Singleton, by J. Jones. Lent by Frank T. Sabin, Esq.

*525 Capt. George Farmer, by C. Grignion, jun., 1775. Commander of H.M. Ship "Quebec," who in an action with a French Frigate of superior force, after having silenced her fire, gloriously perished October 6th, 1779. Engd. by John Murphy. The brilliant and heroic George Farmer was in 1774 Captain of the "Seahorse," Nelson served under his command. Captain Farmer was the friend of Nelson's uncle, Captain Suckling. The "Quebec," frigate of 32 guns, was fitted with nine pounders. Off Cape Ushant she fell in with the French Frigate "Surveilante," armed with 40 eighteen pounders; her crew, under Ducouedic of Kergoualer, numbering two to one of the "Quebec." The valiant Captain Farmer fought her until both vessels were dismasted; he was wounded in the hand and collarbone. He fought her on fire, till he ordered his men to jump overboard and save their lives. Still he sat calmly on the Anchor fluke, and perished when his ship blew up. "We will conquer or die!" was his heroic sentiment. His widow and children were pensioned, and his son made a baronet, in reward for his father's stubborn gallantry: "That his fate might be envied rather than pitied." The example of such a man cannot but have inspired his pupil, the heroic Nelson's, future career. Lent by Joseph Grego, Esq.

**Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.*

*526 Sir William James, Bart., M.P. Sir Joshua Reynolds, P.R.A. Engd. by J. R. Smith. 1783. Director of the East India Company, and of Greenwich Hospital. Master of Trinity House. From the picture in the possession of the Corporation. Lent by Joseph Grego, Esq.

*527 Sir Chas. Thompson, after Gainsborough, by Earlom. Lent by Frank T. Sabin, Esq.

528 Admk. Edwards, after Dance, by Dickinson. Lent by Miss A. E. Seymour Taylor.

*529 Admk. Hon. Augustus Keppel, after Reynolds, by Doughty. Lent by Frank T. Sabin, Esq.

530 Nelson, after M. H. Keymer, by Young. Lent by the Corporation of Yarmouth.

*531 Horatio Nelson, Viscount Nelson, Duke of Bronte, K.B., etc., etc. Sir W. Beechey, R.A. Engraved by Thomas Hodgetts. Lent by Joseph Grego, Esq.

532 Battle of the Nile with medallion portrait of Admiral Lord Nelson, after E. F. Abbott. Engraved by P. Roberts. Lent by George Brown, Esq.

*533 A tribute to the memory of Horatio Nelson, Viscount and Baron Nelson of the Nile. K.B., etc., etc.

"The nation's fav'rite, and his Sov'reign's pride,
He rul'd despotic lord of ocean's tide!"—Vide an Address to England on her Nelson's death. By. Wm. T. Fitzgerald. D. Orme, Pinxt et sculptor. Lent by Joseph Grego, Esq.

534 Admk. Lord Howe. Lent by Edwin Dawes, Esq.

*535 Queen Elizabeth at Tilbury, after T. Stoddart, by J. Parker. Lent by T. G. Daniel, Esq.

*536 Admiral Sir Francis Drake, by Houbraken. Lent by Alfred Davis, Esq.

*537 Admiral Blake, after a painting by T. Preston, by King. Lent by Alfred Davis, Esq.

*538 The Hon. Edward Vernon, Esq., 1684-1757. Vice-Admiral of the "Blue" and Commander-in-Chief of all His Majesty's ships in the West Indies. Lent by Samuel Ball Beresford, Esq.

*539 Admiral the Hon. Thomas Matthews, Rear-Admiral of Great Britain, Admiral of the White Squadron. Contemporary drawing by Josephus Wiesenduer, fecit (on vellum) and mezzotint after Arnulphy pinxt. Taken on board the "Namur," 1742-3 (1670 to about 1751). Engraved by J. Faber, 1744. Lent by Joseph Grego, Esq.

*540 Charles Watson, Vice-Admiral of the White, after Thomas Hudson. Engraved by E. Fisher. Lent by Joseph Grego, Esq.

*541 Charles Saunders, Vice-Admiral of the Blue Squadron of H.M.'s Fleet, and Lieut.-General of H.M.'s Marine Forces, after Sir J. Reynolds. Engraved by James McArdell. Lent by Joseph Grego, Esq.

*542 Molyneux, Lord Shuldam, Vice-Admiral of the White Squadron of His Majesty's Fleet, after Nathaniel Dance, R.A. Engraved by W. Dickinson, 1780. Lent by Joseph Grego, Esq.

*543 The Hon. Samuel Barrington, Vice-Admiral of the Blue, after Benjamin Wilson, pinxt. Engraved by Richard Earlom, 1779. In 1761 Captain Barrington served under Keppel at the seige of Belleisle. Wounded in action with the French, 1775. Second-in-Command with Lord Howe, at the relief of Gibraltar. Died at Bath in 1800. Lent by Joseph Grego, Esq.

*544 Rt. Hon. George Lord Anson, Commander-in-Chief of the late Expedition to the South Seas, 1740, after Ar. Pond. Engraved by C. Grignion. With a squadron of five men-of-war and three smaller vessels, containing 14,000 men, Anson left England, 18th September, 1840, to make war on Spain. The 20th June following he captured the Spanish treasure-ship "Nostra Senhoro de Cabadonga"; the treasure amounted to £315,000 in all. Lent by Joseph Grego, Esq.

*545 Sir Robert Harland, Bart., Vice-Admiral of the Red and Second-in-Command on July 27th, 1778, after Nathaniel Dance, R.A. Engraved by Richard Earlom. Lent by Joseph Grego, Esq.

*546 Philip Affleck, Rear-Admiral of the White, Commander-in-Chief of H.M.'s ships at Jamaica and the Bahama Islands, after Edward Penny, R.A. Engraved by Jno. Young. Lent by Joseph Grego, Esq.

Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.

*547 Admiral Sir Sidney Smith, K.C.B., the Hero of St. Jean d'Acre. Vignette of Sir Sidney Smith relieving the siege against Bonaparte, 1799, after Sir R. Kerr-Porter. Proof before letters. Engraved by Anthony Cardon. Lent by Joseph Grego, Esq.

*548 The Right Hon. George Bridges, Baron Rodney, K.B., Admiral of the White and Vice-Admiral of England. Painted by Sir Joshua Reynolds, P.R.A. Lent by Joseph Grego, Esq.

*549 Richard Kempenfelt, Rear-Admiral of the Blue Squadron of His Majesty's Fleet, after T. Kettle. Engraved by R. Earlom. At sea off Spithead, in the background is shown the Admiral's famous flagship, the ill-fated "Royal George," lost off Spithead in 1782, when taking on board puncheons of rum and stores to join Lord Howe's Fleet. The ship being too far careened injudiciously over on her side before she could be "righted," filled, and went down, with the Admiral and all hands, including large numbers of visitors on board at the moment. This calamity occurred 29th August, 1782. Lent by Joseph Grego, Esq.

550 Rt. Hon. Sir George Rooke, Vice-Admiral of England. Lent by Miss E. E. Rooke.

*551 Hon. Richard Lord Howe, after Corbutt, by Morres. Lent by Frank T. Sabin, Esq.

*552 Hon. Sir Peter Warren. Lent by Frank T. Sabin, Esq.

553 Sir Richard Keats, once Governor of Greenwtch Hospital. Lent by M'ss Booth Turner.

*554 Adm. Lord Cockburn. Painted by Sir W. Beechey, engraved by W. Say. Lent by Arthur S, Davis, Esq,

*555 Sir William Peel, R.N., after John Lucas, by J. J. Chant. Lent by Captain Val Duigan.

*556 Admiral Lord Collingwood, after Scriven, by W. Say. Lent by Frank T. Sabin, Esq.

*557 Captain John Harvey, and late of H.M.'s Ship "Brunswick," showing the "Brunswick" engaging the "Vengeur" and the "Achilles." Her brave commander fell in the action, 1st June, 1794. G. Stuart, pinxt. Lent by Joseph Grego, Esq.

*558 Vice-Admiral Colpoys, painted by Pelegrini. Engraved by R. Earlom. Governor of Greenwich Hospital, 1816-1821. Lent by Joseph Grego, Esq.

*559 Adm. Lord Collingwood. Painted by Scriven, engraved by W. Say. Lent by Henry R. Davis, Esq.

560 Admiral Lord Collingwood, 1811. Engraved by Turner. Lent by J. A. Philipson, Esq.

561 Lord Collingwood. Painted by himself when a lieutenant, about 1736. Lent by Joseph A. Philipson, Esq.

562 Nelson, after Abbott, by Valentine Green. Lent by Chas. Ed. Baxter, Esq.

563 Vice-Admiral Sir John de la Poer Beresford, Bart., M.P. 1786-1844. Engraved by Thos. Hodgetts, after Sir Wm. Beechey, R.A. Published 1828. Lent by Samuel Ball Beresford, Esq.

*564 Sir George Campbell, after a painting by Sir W. Beechey, engraved by W. Ward. Lent byAlfred Davis, Esq.

*565 Adm. Sir R. King, after a painting by Saunders, engraved by C. Turner. Lent by Beresford Davis, Esq.

566 Sir Hyde Parker, 5th Bart., Vice-Admiral of the Blue Squadron of His Majesty's Fleet. Commander-in-Chief of His Majesty's ships at St. Lucia, 25th March, 1780, and on the Dogger Bank, 5th August, 1781. After Romney. By Townley. Lent by Hyde Parker, Esq.

*567 Admiral Lord Keith. Lent by O. R. Fabian, Esq.

568 Sir Thomas Pasley, after Beechey. By Townley. Admiral of the White, Commander of the van division of the British Fleet under Earl Howe on June 1st, 1794. He lost his leg in this engagement, and was created a baronet. Lent by Mrs. Harrington Mann.

*569 The Death of Lord Robert Manners, who greatly fell, when commanding the "Resolution," of 74 guns, in that ever-memorable action, fought in the West Indies on the 12th of April, 1782, under the command of Sir George Rodney, wherein the French lost eight of their capital ships, one of which was the "Ville de Paris," of 110 guns, with

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their Admiral, the Count de Grasse, on board. The action lasted from seven in the morning till seven in the evening. The noble and gallant youth, in the heat of action, received an eighteen-pound shot through both his legs, and had his right arm broken by a splinter from the ship's side, at the same instant. Thus fell the son of the Marquis of Granby, universally regretted by the nation, as well as the Navy, From the painting by Thos. Stothard, R.A., in the possession of His Grace, the Duke of Rutland. Engraved by J. K. Sherwin and Charles Sherwin, engravers to the King. Lent by Joseph Grego, Esq.

*570 Captain Macbride, after Northcote. By Fittler.
Lent by Messrs. Myers and Co.

*571 The Scene before Gibraltar, after a painting by J. Jeffreys, engraved by J. Emes. Lent by Alfred Davis, Esq.

*572 Sir Sidney Smith escaping from France, 1798. This enterprising British officer commanded the "Diamond" frigate on the 18th April, 1796; was captured in attempting to cut out some ships in the port of Havre; he was kept in close confinement in the Temple, Paris, for two years, the Directory having refused to exchange him for 4,000 French seamen. He arrived safe in London on the 6th May, 1798.

"Pressure of mind and courage in distress
Are more than Armies to procure success."—Dryden.
Lent by Joseph Grego, Esq.

*573 John Paul Jones. Lent by Frank T. Sabin, Esq.

*574 Admiral Cornelius Tromp, after Lely. By Blooteling.
Lent by Messrs. Myers and Co.

575 Sir Ralph Abercromby, after Hoppner, by Bartolozzi.
Lent by Chas. Ed. Baxter.

576 Capt. Sir William Hoste, Bart., K.C.B., K.M.T., R.N.
Lent by George H. Hoste, Esq.

577 Lord Nelson, after Hoppner. Lent by Lieut.-Colonel Edmund Palmer.

578 Action between Hon. Company's vessel, "Warren Hastings," and "La Piemontaise," 46 guns. Engraved by Dodd.
Lent by Colonel H. W. Feilden.

579 H.M. Ships "Indefatigable" and "Amazon," commanded by Sir E. Pellew, Bart., engaging "Les Droits de l'Homme," 74-gun ship, January, 1897. Engraved by Dodd. Lent by Colonel H. W. Feilden.

580 Admiral Tryon. This is the Admiral who, when Commander-in-Chief on the Mediterranean Station, perished in the "Victoria" disaster. Mezzotint. Published by Laurie and Whittle, 1798.
Lent by Lord Charles Beresford.

*581 East Indiaman taking pilot off Dover. Engraving after R. Dodd. By C. Morrison. Lent by William Foat, Esq.

*582 East Indiaman leaving the Downs. Engraving after R. Dodd. By C. Morrison. Lent by William Foat, Esq.

583 H.M.S. "Pallas" passing to windward of "La Minerve."
Lent by the Earl of Dundonald.

584 H.M.S. "Pallas" after having run "La Minerve."
Lent by the Earl of Dundonald.

*585 Vice-Admiral H. J. Rous. Engraved by J. Brown.
Lent by Samuel Ball Beresford, Esq.

586 Admiral Lord Ed. Russell (1802-1873). By Landseer.
Lent by Rev. E. F. Russell.

587 Admiral John Giffard, Admiral of the White, 1841. Framed in piece of "Royal George." Saw service under Cornwallis, Rodney, Howe and Hood, from 1780 to 1855, when he died. He was in Lord Howe's action of the "Glorious 1st of June, 1794, and in 1796, when in command of the "Raven" sloop, received the thanks of the Admiralty for services. Lent by Miss M. S. Giffard.

588 Capt. G. H. Towry, with sketches of battle of Cape St. Vincent, and capture of "Minerve." Lent by Lord Ellenborough.

*589 The Wreck of the "Birkenhead." By Thomas M. Hemy.
Lent by George Mercer Gilbert, Esq.

*590 Sea Piece, showing three Frigates of the early eighteenth century. Attributed to Sir J. Thornhill. Lent by H. A. J. Brouncker, Esq.

591 Sea Piece, showing Frigate of the early eighteenth century. Attributed to Sir J. Thornhill. Lent by H. A. J. Brouncker, Esq.

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*592 Shipping. By W. Van de Velde. Lent by J. T. Fripp, Esq.
*593 "It was a Heroe's Haven." By T. Hardy.
Lent by Dr. Maitland Coffin.
*594 The Burning of the "Kent." By Thomas M. Hemy.
Lent by Messrs. Henry Graves and Co., Ltd.
595 "The Great Harry." Launched, 1514.
Lent by the Royal Naval College Museum, Greenwich.
596 "Give Way, Men." Lifeboat leaving for ship in distress. By the late Henry Moore, R.A., R.W.S. Lent by Mrs. Florence M. A. Luker.
597 "Ocean Transports under the White Star Flag." By W. L. Wyllie, A.R.A. Lent by Messrs. Ismay Imrie and Co.
598 Paddle Steamer "Great Western," by J. Walters, 1838.
Lent by Messrs. Mark Whitwill and Son.
*599 West Indiamen under convoy on a wind. By R. Dodd.
Lent by Frank Munting, Esq.
*600 West Indiamen convoyed in a calm. By R. Dodd, 1813.
Lent by Frank Munting, Esq.
601 Admiral Viscount Exmouth.
Lent by the Right Hon. the Secretary of State for India.

NAVAL PRINTS AND ENGRAVINGS

*602 Burning of the "Warspite." Lent by Dr. Maitland Coffin.
*603 Defeat of the French and Italian Squadrons by H.M.'s Frigates "Amphion," "Active," "Cerberus," and "Volage," after an action of six hours, which ended in the French Commodore being driven on shore and burnt; another French Frigate, the "Flora," struck her colours, but escaped; the "Corona," of 40 guns, and the "Bellona," of 28 guns, were taken; the rest of their squadron dispersed. The action took place close to the island of Lissa, in the Gulf of Venice, on the 13th of March, 1811. Dedicated to Captains Hoste, Whitby, Gordon, and Hornby. Representing the British Line, after wearing to renew the action. Starboard division of the enemy passing under the "Amphion's" stern and raking her; larboard division hauling to the wind on the larboard tack, engaging the "Cerberus," "Active," and "Volage." Printed in Colours. Painted by Thos. Whitcombe. Engraved by R. and D. Havell. Dedicated to the Right Hon. Charles Yorke, First Lord of the Admiralty. Published 1812.
Lent by Joseph Grego, Esq.
*604 Representing a squadron of British Frigates led by "Amphion," Captain Hoste, and consisting of the following ships:—"Cerberus," Captain Whitby, "Active," Captain Gordon, and "Volage," Captain Hornby, engaging the combined French and Venetian Squadrons off Island of Lissa, in the Adriatic, on the 13th March, 1811. Printed in colours. Painted by T. Whitecombe, after an original sketch by J. L. Few, H.M.S. "Amphion." Engraved by R. Havell.
Lent by Joseph Grego, Esq.
*605 Representing "La Favourite," of 44 guns, Commodore Dubordieu on shore and on fire. "Active" and "Cerberus" taking possession of the "Corona," of 44 guns, and a boat from the "Amphion" boarding the "Bellona," of 32 guns. The "Flora," of 44 guns, escaping after having struck her colours, owing to the crippled state of the British Squadron.
Lent by Joseph Grego, Esq.
*606 "The Hebe," cutter yacht, winner of several cups, etc. Property of W. A. Corbet, Esq., off Calshot Castle, Isle of Wight. Painted and drawn on stone by J. Rogers, sen. In colours. Published by Thomas McLean. Lent by Joseph Grego, Esq.
*607 H.M.S. "Pallas," passing to windward of "La Minerve," and between her and "La Lynx," "Palinure," and "Sylph," brigs, at one o'clock, on the 14th May, 1806, under the batteries of the Isle D'Aix, with a view of the French squadron. English "Pallas," 32 guns, the Right Hon. Lord Cochrane. French, "La Minerve," 44 guns; "La Lynx," 18 guns; "La Sylph," 18 guns; "La Palinure," 18 guns. Printed in colours. Drawn and etched by N. Pocock. Aquatinted by J. Wells. Lent by Joseph Grego, Esq.

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*608 The disabled situation of the "Guillaume Tell," bearing the flag of Vice-Admiral Decres, as she appeared at daylight on the 30th of March, 1800, after having been engaged by H.M.'s ship "Penelope," commanded by the Hon. Henry Blackwood, the "Stromboli," brig, the "Lion," and "Foudroyant" coming up, by the two latter of which ships she was afterwards engaged. Drawn and Etched by Nichs. Pocock. Aquatinted by J. Wells.
Lent by Joseph Grego, Esq.

*609 Jubilee Naval Action on the Serpentine, in commemoration of the Battle of the Nile, 1814. Lent by Dr. R. W. Lloyd.

*610 "James Watt," early steamship, by Huggins. Lent by J. B. Muir, Esq.

*611 The Cape of Good Hope, 1739. Lent by Miss C. L. Johnstone.

*612 Scene on the Serpentine on the night of the Grand Jubilee, Aug. 1st., 1814. Lent by Messrs. Myers and Co.

*613 Fleet at anchor on the Serpentine, on the night of the Grand Jubilee, Aug. 1st, 1814. Lent by Messrs. Myers and Co.

614 Dutch Men-of-War off the Texel. By Wm. Vandervelde (The Younger). Lent by Harry Hall Squire, Esq.

615 Portsmouth Harbour. Lent by Henry A. Forse, Esq.

616 Commencement of the battle of Alma, including many ships guarding the mouth of the Alma. Enlarged from a miniature sketch taken on the battlefield by late Lieut.-Colonel Champion, 95th Regt.
Lent by Maj. Arnold, H.N.U. Champion.

*617 Naval engagement, about 1790, by Berkeley.
Lent by Percy Thomas, Esq.

*618 Naval Engagement, about 1790, by Berkeley.
Lent by Percy Thomas, Esq.

*619 A View of the Grand Fleet in the order of sailing, under the command of Admiral Earl Howe, in 1790. Is dedicated by permission to his most Gracious Majesty, King William the Fourth. Printed in colours. Drawn by an officer. Aquatinted by R. Havell. Published by Colnaghi, Son and Co. Lent by Joseph Grego, Esq.

*620 Plate 2. Representing the British Line, after wearing to renew the action, starboard division of the enemy passing under the "Amphion's" stern, and raking her. Larboard division hauling to the wind on the larboard tack, engaging the "Cerberus," "Active," and "Volage." Lent by Joseph Grego, Esq.

*621 American Schooner Yacht. Engraved by T. G. Dutton.
Lent by J. B. Muir, Esq.

*622 Lord Nelson's Funeral Procession, by water, from Greenwich Hospital to Whitehall. January 8th, 1806. In Colours.
Lent by Joseph Grego, Esq.

*623 Taking of the Island of Curacoa. Engraved by Dubourg.
Lent by Alfred Davis, Esq.

*624 The Close of the Battle. Coloured with the setting sun, representing the "Ville de Paris," striking her colours to the "Barfleur," Admiral Lord Hood, to whom this plate is most respectfully dedicated. The ships in the distance represent part of the French Fleet retreating, closely pursued by some of the British, till darkness put an end to the combat. The ship in the foreground, dismasted, is the "Glorieux," and in possession (taken by the English). The ships to the lett hand, "Le Cæsar," "Le Hecteur," and "Ardent" (taken by the English. Painted by Robert Dodd. Engraved by Francis Chesham. Lent by Joseph Grego, Esq.

*625 Gibraltar. Siege of Gibraltar, 14th September, 1782. Successfully defended by General Elliott, etc., against the Combined Forces of Spain and France, the defenders bombarding the Auxiliary Fleets with red-hot shot. Published in Paris, chez Crepy, rue St. Jacques, etc. In Colours. Lent by Joseph Grego, Esq.

626 Action in Bay of Naples, and defeat of enemy, March 3rd, 1810, between H.M.S. "Spartan" (38), Capt. J. Brenton, R.N., and a Franco-Neapolitan squadron, under Capt. Ramateulle (Neapolitan Royal Navy), consisting of a frigate, two corvettes, one brig, and eight gun-boats. Lent by George H. Hoste, Esq.

*627 An exact view of the "Glorioso," Spanish Man-of-War of 74 Guns, taken by the British ship, under the command of Captain Matthew

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Buckle. "Humbly dedicated to his Grace Francis, Duke of Buccleugh, by his Grace's most obedient and most devoted humble servant." Coloured in body-colours. Lent by Joseph Grego, Esq.

*628 "Shannon" and "Chesapeke." Captain Broke, commander, carrying the American frigate "Chesapeke," commanded by Captain Lawrance, by boarding in sight of Boston Harbour. "Chesapeke," 49 guns and 440 men; "Shannon," 38 guns and 330 men. Painted by Thomas Whitecombe. Aquatinted by J. Jeakes. Printed in colours. Lent by Joseph Grego, Esq.

*629 "Cambria" winning the Anglo-American race, at Cowes, 1868. By T. G. Dutton. Lent by J. B. Muir, Esq.

*630 Frigate "Diamond," commanded by Sir Sidney Smith, off Cape la Heve. F. T. Serres, from a sketch by T. Bower. Lent by Frank T. Sabin, Esq.

*631 The commencement of the action between his Majesty's ship "Shannon" and the United States' frigate "Chesapeke," off Boston Lighthouse, on the 1st of June, 1813, "Shannon," 38 guns, 330 men, killed 23, wounded 56. "Chesapeke," 49 guns, 440 men, killed 70, wounded 100. Painted by John Theophilus Lee, Esq. Engraved by Joseph Jeakes. Printed in colours. Published by G. Webster and Co. Lent by Joseph Grego, Esq.

632 Duel between the "Mars" and "Hercule" off the French coast in April, 1793. Lent by Rev. G. M. Argles.

633 Escape of H.M.S. "Juno" from the Harbour of Toulon. Printed in colours. Lent by Lady Hood, of Avalon.

634 Action in Bay of Naples. The attack on the enemy, March 3rd, 1810, between H.M.S. "Spartan" (38), Capt. J. Brenton, R.N., and a Franco-Neapolitan squadron, under Capt. Ramateulle (Neapolitan Royal Navy), consisting of a frigate, two corvettes, one brig, and eight gun-boats. Lent by George H. Hoste, Esq.

635 Action, in Bay of Naples. Conclusion of the Engagement, March 3rd, 1810, between H.M.S. "Spartan" (38), Capt. J. Brenton, R.N., and a Franco-Neapolitan squadron, under Capt. Ramateulle (Neapolitan Royal Navy), consisting of a frigate, two corvettes, one brig, and eight gun-boats. Lent by George H. Hoste, Esq.

636 Plan of the town and fortifications of Gibraltar with the Spanish lines and attacks, with drawings of the Floating Batteries and descriptions, printed in London, 28th October, 1782. Lent by W. W. Smith Wood, Esq.

*637 "City of Glasgow" ss. (and sails), the first iron steamship of the Inman Co., built by Tod and McGregor on the Clyde, 1849-50. Lent by G. T. Taylor, Esq.

638 "Penelope" and "Guillaume Tell." Lent by Major P. T. Blackwood.

*639 Sketch of Napier's Glorious Triumphs over the Miguelite Squadron, off St. Vincent, 1833. Painted by G. P. Reinagle. Coloured. Published by J. Dickinson. Lent by Joseph Grego, Esq.

*640 Sketch of Napier's Glorious Triumphs over the Miguelite Squadron, off St. Vincent. Painted by G. P. Reinagle. Coloured. Published by J. Dickinson. Lent by Joseph Grego, Esq.

641 His Majesty's (George IV.) visit to Scotland. Drawn by John Christian Schetky. Engraved by W. Bennett. Printed in colours. Lent by Joseph Grego, Esq.

642 H.M. Sloop "Sylph." Commander Charles Dashwood engaging a French frigate of 44 guns on the night of July 31st, 1801. Lent by Colonel H. W. Feilden.

643 Action off Lissa, March 13th, 1811, between a British squadron of three frigates and a corvette under Captain William Hoste, R.N., and a Franco-Venetian squadron of six frigates and four smaller vessels, under Commodore Bernard Dubourdieu (French Imperial Navy. Lent by George H. Hoste, Esq.

644 H.M.S. "Pallas." Commander Lord Cochrane, after having run the "La Minerve." By Pocock. Lent by the Earl of Dundonald.

645 H.M.S. "Agamemnon." By O. W. Brierly. Lent by J. B. Muir, Esq.

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646 The fight between the Warren Hastings and La Piémontaise, 21st June, 1806. Situation at sunset. Engraved by J. Jeakes.
Lent by the Right Hon. the Secretary of State for India.

647 Boarding and taking the Spanish Zebecque Frigate "Gano." By Pocock. Lent by the Earl of Dundonald.

*648 Naval Review, Spithead, 1853. By O. W. Brierly.
Lent by J. B. Muir, Esq.

649 Declaration of War, Kioge Bay, 1854. By O. W. Brierly.
Lent by Mrs. Haldane Macfall.

650 The glorious 1st of June, 1794. The deck of the "Queen Charlotte," 100 guns, Admiral the Earl Howe, to whom the "Juste" struck her colours. Among the killed was Lieut. Neville, 2nd Queen's Regt., the details of whose uniform should be *silver* and not gold as in picture. Lent by Robert Day, Esq., F.S.A.

*651 Landing of the British Expedition in Egypt. Painting by P. I. de Loutherbourg, R.A. Etched by T. Schiavonetti, V.A. Published by Anthony Cardon. Finished in colours. Lent by Joseph Grego, Esq.

*652 Evening of Earl Howe's Victory of the Glorious 1st of June. Painted by Robert Cleveley. Etched by P. T. Pouncy. Published by A. de Poggi. Finished in colours. Lent by Joseph Grego, Esq.

653 H.M.S. "Pallas" passing "La Minerve" and "La Lynx," by Pocock. Lent by the Earl of Dundonald.

*654 Battle of Algesiras, painted and engraved by R. Dodd.
Lent by Alfred Davis, Esq.

*655 Battle of Algesiras, painted and engraved by R. Dodd.
Lent by Alfred Davis, Esq.

*656 H.M.S. "St. George," 120 guns, by W. H. Harvey.
Lent by J. B. Muir, Esq.

657 The fight between the "Warren Hastings" and "La Piémontaise," 21st June, 1806. Situation about noon. Engraved by J. Jeakes.
Lent by the Right Hon. the Secretary of State for India.

658 H.M.S. Amazon engaging "La Belle Poule," a French Frigate on March, 1806. Framed with part of "Amazon's" main beam, by Pocock. Lent by Lady Parker.

659 H.M.S. "Amazon" capturing "La Gravena," framed with part of the "Amazon's" main beam, 1804, by Pocock. Lent by Lady Parker.

*660 The Hon. East India Company's ship "Inglis," and the H.C. ships "Windsor," etc., etc. (H.E.I. Co.'s Fleet), leaving St. Helena, July, 1830, in company with H.M.S. "Ariadne." Painted by W. J. Huggins. In colours. Engraved by Edwd. Duncan.
Lent by Joseph Grego, Esq.

661 Action off Lissa, March 13th, 1811, between a British squadron of three frigates and a corvette under Captain William Hoste, R.N. and a Franco-Venetian squadron of six frigates and four smaller vessels, under Commodore Bernard Dubourdieu (French Imperial Navy. Lent by Gorge H. Hoste, Esq.

662 Engagement of "Astrea" and consorts with French Squadron off Mauritius. Lent by the Earl of Glasgow.

663 Engagement of "Astrea" and consorts with French Squadron off Mauritius. Lent by the Earl of Glasgow.

664 Engagement of "Astrea" and consorts with French Squadron off Mauritius. Lent by the Earl of Glasgow.

665 Engagement of "Astrea" and consorts with French Squadron off Mauritius. Lent by the Earl of Glasgow.

666 Departure of the Transport "Tagus" from Southampton, 16th March, 1900, with troops for the Cape (Imperial Yeomanry, Paget's Horse, etc.). Lent by the Royal Mail Steam Packet Co.

667 H.M. Ships "Cornwallis" and "British" squadron under walls of Nanking, saluting the treaty of peace, 1844, by R. B. Watson.
Lent by Lady Parker.

668 The Wreck of the "Reliance," East Indiaman, off the French Coast, near Boulogne, November 12th, 1842. Designed and engraved by G. Baxter, from the description of R. Dickson, the only English survivor. Lent by Capt. James Menteith Brebner, I.N.

669 Channel Fleet, under the command of Admiral Arthur Hood, K.C.B. (with key), by E. de Martino. Lent by Lady Hood, of Avalon.

**Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.*

670 Capture of a Spanish slaver, 1852. Lent by the Earl of Glasgow.
671 The Training Squadron, 1888. Lent by Admiral Sir A. H. Markham.
*672 Line Fishing off Hastings, after J. M. W. Turner.
Lent by the Artist, Miss I. Isabella L. Jay.
*673 H.M.S. "Benbow." Lent by W. F. Mitchell, Esq.
674 The "Fighting Téméraire," jury-rigged, entering Portsmouth Harbour after the Battle of Trafalgar. Lent by the Misses Schetky.
*675 Training Brigs, about 1840, off Freshwater (I.O.W.) Drawing by J. M. W. Turner. Lent by J. E. Smyth, Esq.
676 Review of the Baltic Fleet by H.M. Queen Victoria, August 1853.
Lent by the Misses Schetky.
677 Leith Smack "Queen Charlotte." Captain Wm. Nesbitt, engaging a Privateer off Flamborough Head, 1803.
Lent by the Misses Schetky.
678 H.M.S. "Trafalgar," Flag Ship of Rear-Admiral Markham, leaving Malta. Lent by Admiral Sir A. H. Markham.
*679 The Royal Yacht Squadron, Cowes, after J. M. W. Turner.
Lent by the Artist, Miss Isabella L. Jay.
*680 H.M.S. "Victory," prepared from an original sketch (never before published), made on board H.M.S. "Teméraire," at the time depicted, now 100 years ago. Lent by E. C. Davidson, Esq.
681 H.M.S. "Wellesley" and squadron sailing from Hong-Kong for attack on Amoy, by R. B. Watson. Lent by Lady Parker.
*682 "Vessel in distress off Yarmouth." After J. M. W. Turner, R.A.
Lent by Miss M. L. Morgan.
683 The Channel Fleet Manœuvring. This water colour is of special interest as it shows what the fleet was like when composed of the earlier iron-clads, and was painted by Lieut. Rudolph de Lisle, who was killed when serving with the Naval Brigade in the Soudan.
Lent by Lord Charles Beresford.
*684 The Mouth of the Medway. Watercolour.
Lent by William Parkyn, Esq., A.R.C.A.
*685 "Lady Busk," Schooner Yacht, by Hans Busk.
Lent by J. B. Muir, Esq.
*686 "Shannon," East Indiaman, by T. G. Dutton.
Lent by J. B. Muir, Esq.
*687 "Falcon," Lord Yarborough's yacht, at Cowes, by Huggins.
Lent by J. B. Muir, Esq.
*688 "Victory," dressed, in Portsmouth Harbour, 1847. By T. G. Dutton.
Lent by J. B. Muir, Esq.
*689 "Great Eastern" Steamship, by S. Walters.
Lent by J. B. Muir, Esq.
*690 Royal Mail Packets, "The Queen" and "Empress," Channel steamers between Dover and Calais, by J. Taylor. Lent by J. B. Muir, Esq.
*691 "Malabar," 1,350 tons, East Indiaman, by T. G. Dutton.
Lent by J. B. Muir, Esq.
*692 Scene on the first voyage of the "Shannon," Capt. Peel "Man overboard." By T. G. Dutton. Lent by J. B. Muir, Esq.
*693 "Falcon," Lord Yarborough's yacht, by Huggins.
Lent by J. B. Muir, Esq.
*694 View of her Majesty's Ships of Battle. "Mor," "Fort William," "Marlborough," "Valetta," (steamship), "Celestial," "Blenheim," "Charles Forbes," "Charlotte," etc. Drawn by R.M. (T. C. Dutton, Lthr.). Coloured. Day and Sons, Lithrs. Lent by Joseph Grego, Esq.
*695 "Victory" in Portsmouth Harbour, showing Royal Yacht in 1852, by H. Atkins. Lent by J. B. Muir, Esq.
696 Death of Capt. Hood at the moment of victory, in colours, after Northcote by Reynolds. Lent by Lady Hood, of Avalon.
697 Capture of the "Venus." French privateer, 22nd August, 1804, by Ryland. Lent by the Right Hon. the Secretary of State for India.
*698 The burning of the "Prudent" by Admiral Boscawen in Louisborough Harbour on the 26th of July, 1758. Engraved by P. C. Canot after R. Paton. Lent by W. M. Munro, Esq.
*699 Earl Howe standing on the Deck of the "Queen Charlotte" on 1st June, 1791, after a painting by M. Brown, engraved by D. Orme.
Lent by Alfred Davis, Esq.

**Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.*

LORD HOWE'S GLORIOUS 1st JUNE, 1794. ACTION BETWEEN THE "QUEEN CHARLOTTE" AND THE "MONTAGNE."

*700 Battle of the Nile, after a painting by Whitcomb, engraved by Hollyer. Lent by Alfred Davis, Esq.

*701 Battle of Alexandria and the Landing of the Troops in Egypt, after paintings by De Loutherbourg, engraved by A. Cardon. Lent by Alfred Davis, Esq.

*702 Battle of "La Hogue," by B. West, engraved by W. Woollett. Lent by Alfred Davis, Esq.

*703 Battle of the Nile, after a painting by De Loutherbourg, engraved by J. Fittler. Lent by Alfred Davis, Esq.

*704 Battle of Alexandria and the Landing of the Troops in Egypt, after paintings by De Loutherbourg, engraved by Schiavonetti. Lent by Alfred Davis, Esq.

705 Capt. Trollope in the Glatton. Lent by E. H. Buck, Esq

706 Action of a detachment of H.M. Frigates, under command of Commodore J. B. Warren, with four French Frigates off Guernsey, April 23rd, 1794. Lent by Admiral Sir James E. Erskine.

707 H.M. Frigate "Nymph," Capt. E. Pollen, bringing French Frigate "Cléopatra" into action, 17th June, 1793. Lent by Admiral Sir James E. Erskine.

708 Lord Rodney's action with French Fleet, under Comte de Grasse, off Dominica, 12th April, 1782. Lent by Admiral Sir James E. Erskine.

709 Lord Nelson and his victories. Engraving by T. Wageman, sculptor. Lent by Edgar Goble, Esq.

*710 View of a Squadron of the Imperial Russian Fleet, commanded by Count Alexis Orloff, burning the Turkish Fleet in Cheseme Bay on the morning of the 7th July, 1770. Painted by R. Paton. Lent by Joseph Grego, Esq.

*711 Commemorative Memorial of the 11th October, 1797. (Souvenir of the Battle of Camperdown). R. Smirke, R.A. Del. Engraved by J. Parker. The eighteen Medallion Portraits engraved by George Noble from the original miniatures by John Smart. Admiral Lord Viscount Duncan, Sir Richard Onslow, Sir Henry Trollope, Captains Inglis, Knight, Sir W. Fairfax, Sir Thomas Byard, Drury, Essington, O'Bryen, Wells, Burgess, Mitchell, Gregory, Bligh, Hotham, Walker, and Phillips. Published by R. Bowyer and John Edwards, F.S.A. Lent by Joseph Grego, Esq.

*712 Seaman's Warrant. From a drawing by R. K. Porter. Engraved by E. Scriven. Handsomely inscribed autographic presentation from the Patriotic Fund. Dated Lloyds, December 4th, 1805. Original presentation (hand-written) to Mr. George Williams, seaman, His Majesty's Ship "Hero." Advising the donation of twenty pounds to the recipient in consideration of the wound received in the brilliant and decisive victory obtained by the squadron under Rear-Admiral Sir Richard J. Strachan, Bart., over a French division of equal force off Ferrol, the whole of which were captured on the 4th ultimo. Lent by Joseph Grego, Esq.

*713 The brave Capt. Tyrill, in the "Buckingham," of 66 guns and 472 men, defeating the "Florissant," "Aigrette," and "Atlante," three French ships of war, 3rd Nov., 1758. N.B.—The "Florissant," 74 guns, 700 men; "Aigrette," 38 guns, 350 men; "Atlante," 28 guns, 250 men. These ships are convoying Dutch ships, with provisions, etc., etc. to Martinico.

The Gallant Action (off the Isle of Man) where the brave Capt. Elliot defeated and took the "Marshal Belleisle," 144 guns, 540 men, commanded by the famous Thurot, and two other French ships of war, the 28th of February, 1760. Painted by Francis Swain. (Two in one frame.) Lent by Joseph Grego, Esq.

*714 Victory of Camperdown. Lord Duncan receiving the Sword of the Dutch Admiral de Winter. Copley. Engraved by James Ward. Lent by Joseph Grego, Esq.

*715 Towing the "Victory" into Gibraltar after the battle of Trafalgar, by Cousens, after Stansfield. Lent by William Cook, Esq.

716 S.S. Safia, under the command of Lord Charles Beresford, running the gauntlet of the Dervish Forts on the Nile, between Metemmeh and Khartoum. Lent by Lord Charles Beresford.

**Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.*

*717 "The Glatton" attacking a French Squadron. Engraved by Robert Dodd. Lent by Joseph Grego, Esq.

*718 "The Glatton" attacking a French Squadron. Engraved by Robert Dodd. Lent by Joseph Grego, Esq.

*719 Defeat of the French and Italian Squadron. Engraved by Robert Dodd. Lent by Joseph Grego, Esq.

*720 "Victory" sailing from Spithead in 1792 with Grand Fleet, by R. Dodd. Lent by J. B. Muir, Esq.

*721 The Battle of the Nile. Bataille d'Abukir a l'Embouchure du Nil, donnée le 1, 2, et 3.me d'Aous. 1798. An interesting contemporary version of Nelson's sovereign victory of the Nile, annihilating the French Fleet in Aboukir Bay. With the English and French Fleets set down in due order. Painted by C. Schultz. P. Beckenham, sculptor. Published in Vienna, at the time, by Artaria and Co. Lent by Joseph Grego, Esq.

722 Submission of French Frigate "Réunion" to H.M. Frigate "Crescent," Captain James Saumarez, 20th Oct., 1793. Lent by Admiral Sir James E. Erskine.

*723 A View of Gibraltar, with the Spanish Battering Ships on Fire, on the 14th September, 1782; taken from Gen. Elliott's Account, dated 15th September, 1782, as published in the "Gazette":—Brigadier Curtis rescuing the unfortunates thus cruelly left to perish on board the enemy's burning ships, without a chance of escaping total destruction. Painted by John Keyse Sherwin, under the immediate directions of Sir Roger Curtis. Engraved by J. K. Sherwin. Lent by Joseph Grego, Esq.

724 Lord Rodney's action with the "Comte de Grasse" off Martinique, 12th April, 1782. Rodney's flagship "Formidable" breaking the enemy's line. Lent by the Misses Schetky.

*725 The "Nancy" Packet. "Wrecked off Scilly in a storm, on the night of the 25th February, 1784, by which the whole of the crew, together with several ladies and gentlemen passengers on board, then on their return from India all unhappily perished. A part of the crew having, with some of the passengers, embarked in a boat, in hopes of reaching the neighbouring islands, but, not being able to clear the rocks, the whole company were, by an amazing swell of the sea, all buried in one common grave. Among other persons of note on board was Mrs. Cargill, the celebrated actress, who, having in her shift escaped with the rest of the boat's company from the vessel just before it foundered, was, while clasping the sixteen months' old babe to her breast, swallowed up by the merciless ocean; together with that child of misfortune, Capt. Haldane, who, after beholding the 'Fairford,' which he was appointed to command, burnt in Bombay Harbour, was reserved to finish his command and his misfortunes with the 'Nancy' Packet, among the inhospitable rocks of Scilly." James Gilray. Desigt. et fecit. Lent by Joseph Grego, Esq.

*726 Loss of the "Revenge," by O. Brierley. Lent by J. B. Muir, Esq.

*727 The Magnanimous Attack on El Muros Fort and Town by H.M. Frigate "La Loire," Capt. Maitland, and the boat's crew of that ship, commanded by Lieut. James Lucas Yeo, which were taken on the 4th of June, 1805. Painted by T. Buttersworth. Engraved by Chesham. Lent by Joseph Grego, Esq.

728 Butcher's View of the Old Jetty, Yarmouth, as it appeared in Nelson's time. Engraving after Butcher, by Pollock. Lent by the Corporation of Great Yarmouth.

*729 Taking St. Jean d'Acre Lieut J. F Warre, delt. Engraved and aquatinted by R. G. and A. W. Reeve. Proof.—For the benefit of the families of the killed in the Allied Fleet, on the coast of Syria. To the Honourable Sir R. Stopford, G.C.B., G.C.M.G., Admiral of the Red, Rear-Admiral of Great Britain, and Commander-in-Chief of the Allied Fleet; this plate of the Bombardment and Capture of St. Jean d'Acre, is by permission respectfully dedicated by his obliged and obedient servant The Author. Published 1841, by Colnaghi and Puckle. Lent by Joseph Grego, Esq.

*730 Battle of Camperdown, October 11th, 1797, after a painting by De Loutherbourg, engraved by Fittler. Lent by Alfred Davis, Esq.

Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.

731 H.M. Frigate "Flora," after having captured Dutch Frigate "Castor" off Cadiz, 1781, standing towards "Crescent," to prevent "Bull" Frigate from taking her.
Lent by Admiral Sir James Erskine.

*732 The Death of Nelson in the moment of victory, 21st October, 1805. Benjamin West, P.R.A Proof engraving.
Lent by Joseph Grego, Esq.

*733 The Battle of Trafalgar. Proof engraving. Clarkson Stanfield.
Lent by Joseph Grego, Esq.

*734 The "Monmouth," of 64 guns, taking the "Foudroyant," a French man-of-war of 84 guns, on the 28th February, 1758. In this action the English had 30 killed (including the gallant commander) and 80 wounded; the French had 50 killed and 150 wounded. N.B.—The "Monmouth" carried 12 and 24-pounders. The "Foudroyant" 24 and 42-pounders. Robt. Sayer, at the "Golden Buck" in Fleet-street.
The Glorious Action off Cape Francois, 21st October, 1757, between three English and seven French ships of war, wherein the latter were entirely defeated. With list of the respective ships, their guns, and their commanders. Robert Sayer, at the "Golden Buck" in Fleet-street. (Two in one frame.) Lent by Joseph Grego, Esq.

*735 The Hon. East India Company's ship "General Goddard," commanded by William Taylor Money, Esq., with H.M.S. "Sceptre" and the "Swallow" Packet, capturing seven Dutch East Indiamen off St. Helena on the 24th of June, 1795. Painted by Thomas Luny. R. Pollard, sculptor. Lent by Joseph Grego, Esq.

*736 Ancient Sea Fight, Bantam, Straits of Sunda, "Preleum Navali inter Belgos et Anglos, 1656." With interesting headpiece and portrait, Marten Harperts Tromp Kidder L Admirael van Holland en Westfriesland Te Zee-slach des Manhaft Ridders M.H. Tromp L. Admirael van Holland, etc., Tegen die van Engelant. A.D. 1653. Spirited picture of naval fight between the Dutch and English Fleets, with lists of the ships engaged, with names of their respective commanders. Visscher excudit. Lent by Joseph Grego, Esq.

737 Action between Admiral Dundas and Admiral de Winter. By R. Dodd
Lent by Edwin Dawes, Esq

*738 Dutch Broadside, of Charles II. epoch. Engraved with spirited naval battle between the English and Dutch Fleets, 13th, 14th, and 15th June, 1665, with particulars of the details of the respective forces, men-of-war, and names of their commanders. Ware af beel dinge van de Zee-Slagh. Waerachtige Beschryvinge van der Zee-Slagh, voorgevallen op den 13, 14, en 15, Juny, 1665, tuffchen de twee machtighe Scheeps-Vloten, van den Coning van Groot-Brittanien, ter centre: en de Hoogh-Mogende Heeren Staten der Vereenigde Nederlanden, ter andre zyde, enz. Lent by Joseph Grego, Esq.

*739 Towing the "Hermione" from Port Cavallo.
Lent by Joseph Grego, Esq.

*740 The Imperial Russian Fleet defeating the Turkish Fleet, 1770. Engraved by Canot and Watts, after Paton, 1793. Lent by Messrs. Myers and Co.

*741 The celebrated victory obtained by the British Fleet under the command of Earl Howe over the French Fleet on the Glorious First of June. Painted by Mather Brown. Engraved by Daniel Orme.
Lent by Joseph Grego, Esq.

*742 A Storm at Sea. Rare and fine proof before letters. Painted by J. M. W. Turner, R.A. Engraved by Theodore Fielding.
Lent by Joseph Grego, Esq.

*743 Combat Naval, Livré le 21 Juillet, 1784, par M. de la Pérouse Capitaine de Vaisseaux. Painted by the "Marquis de Rossl, ancien Capitaine de Vaisseaux." Dequevanviller, sculptor, 1790. Painted by command for Louis XVI. Dedicated to the King. This battle was fought off Louisbourg by two of the French King's Frigates, "L'Astrée," of 26 guns, commanded by M. de la Pérouse, and "L'Hermione," of the same force, commanded by M. le Comte de la Touche, against six ships (men-of-war) of the English Navy. The English commander, after surrendering, took advantage of nightfall, and, with his convoy, saved themselves by flight. (French version translated).
Lent by Jospeh Grego, Esq.

Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.

*744 Action between the squadron of ships commanded by Vice-Admiral Hyde Parker and a Dutch squadron, commanded by Rear-Admiral Zoutman, on the 5th August, 1781, on the Dogger Bank. Painted by Richard Paton. Engraved by D. Lerpiniere.
Lent by Joseph Grego, Esq.

*745 The Eve of Lord Howe's Victory, the Glorious 1st of June, 1794. Painted by Robert Dodd, 1794. 29th May, 1794. Engraved by B. B. Evans, 1795. To Admiral Earl Howe, Admirals Lord Graves, and Lord Bridport, Commanders in the Van and the Rear, the Vice-Admirals, Sir George Bowyer, Benjamin Caldwell, Sir Allan Gardner, and Rear-Admiral Sir Thomas Pasley; the several Captains and Officers; this view of their gaining the wind of the Enemy's Fleet on the evening of the 29th of May, 1794, which led to their splendid victory on the 1st of June following, is most respectfully inscribed. By their obedient servants, Robert Dodd and B. B. Evans. This point of time represents the "Queen," after having led the Van along the whole of the enemy's line to leeward, being so much disabled in her sails and rigging, and at some distance from the body of the British Fleet, that the French Van bore up in a formed line, with the intention to cut her off, which was prevented by the "Royal Sovereign" leading the Van of the British down to her assistance, which caused the French to wear and bear away to leeward.
Lent by Joseph Grego, Esq.

*746 Earl Howe's engagement with the French Fleet on the 1st of June, 1794, at the time that two of the French ships of the Line were sinking, and their Admiral bearing away, leaving in his lordship's possession two of 80, and four 74-gun ships. Engraved by R. Pollard and J. Wells. Painted by T. Luny. Lent by Joseph Grego, Esq.

*747 H.M.S. "Juno" escaping from the inner harbour of Toulon on the night of the 11th of January, 1794. Painted by R. Dodd.
Lent by Joseph Grego, Esq.

*748 A Squadron under a press of Sail, chasing to Windward, by a signal from the Senior Captain. Painted by Robert Dodd.
Lent by Joseph Grego, Esq.

749 The Terrible "Fiona." Print, 1865. Lent by Henry M. Rait, Esq.

750 The "Fiona," 1865. Coloured Print. Lent by Henry M. Rait, Esq.

751 The "Fiona," 1898, winning First Prize at Cowes R.Y.S.
Lent by Henry M. Rait, Esq.

752 The "Fiona." (Two Photographs). Lent by Henry M. Rait, Esq.

753 Telegram of congratulation from His Imperial Majesty the Kaiser to Mr. Rait on the success of the "Fiona" winning the Heligoland Cup. Lent by Henry M. Rait, Esq.

*754 Wm. Congreve, inventor of the Fire Rocket, after C. Turner. By G. Clint. Lent by Frank T. Sabin, Esq.

*755 Sir William James, after a painting by J. Reynolds, engraved by J. R. Smith. Lent by Alfred Davis, Esq.

*756 Vice-Admiral Sir Edward Vernon, standing on the Sea Shore, by J. Jones. Lent by Alfred Davis, Esq.

757 Embarkation of Henry VIII. from Dover. By S. H. Grimm.
Lent by the Society of Antiquaries of London.

*758 "Quator Maria Vindico." Thos. Baston. A Sea Fight wherein is showed all the variety of action in sea battle, from the designs of Mr. Thos. Baston.

"Had the old Greeks discovered your abode,
"Crete had not been the Cradle of their God—
"On that small island they had look'd with scorn,
"And in Great Britain thought the Thund'rer born."
E. Waller.

Lent by Joseph Grego, Esq.

759 H.M.S. "Serapis" and the "Countess of Scarborough" in action with "Paul Jones." Lent by the Earl of Glasgow.

*760 The "Great Harry," 1514, after Holbein. By Allen and Canot.
Lent by J. B. Muir, Esq.

761 The "Great Harry," 1514, after Holbein.
Lent by M. F. Moresby, Esq.

**Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.*

762 Address by the East India Company to Oliver Cromwell asking for a convoy, and the Protector's reply.
Lent by the Right Hon. the Secre ary of State for India.

*763 Early Naval Engagement—Bantam—Straits of Sunda.
Lent by Joseph Grego, Esq.

*764 The Ark Raleigh, time of the defeat of the Armada.
Lent by the Art for Schools Association.

*765 "Pugna Navalis qua Hispanos Vicese Belgæ Federati in dunis Angliæ, 1639. Kirscher. Lent by Frank T. Sabin, Esq.

*766 Sovereign of the Seas, 1637. By J. Payne.
Lent by J. B. Muir, Esq.

*767 Encampment of English forces near Portsmouth, 19th June, 1545.
Lent by Walter Coombs, Esq.

*768 The Spanish Armada Series. The series in 11 frames. In eleven tableaux of the various engagements and actions, in which the invader's fleet was defeated and dispersed; the borders illustrated with portraits of the grand naval commanders whose valiant enterprise and bravery saved the country from slavery and oppression; preserved their national liberty and freedom, and saved the Protestant cause from Popery; the Lord High Admiral, the Admirals, and Commanders who dealt manfully with the huge Spanish Armada, fitted out by Philip II. of Spain to conquer and enslave England. Dedicated to her Majesty Queen Elizabeth, of glorious memory. Upon the discomfiture and dispersion of the mighty host, the following writing was fixed up on the figure of Pasquin, a bust, at Rome:—"The Pope, from the plenitude of his power, will grant Indulgences for a thousand years if anyone will inform him with certainty what is become of the Spanish Fleet, where it is gone, whether it be taken up to Heaven, sunk down into Tartarus, suspended above in the air, or floating upon some sea?" Lent by Joseph Grego, Esq.

NAVAL PRINTS AND ENGRAVINGS (Humorous).

*769 (Naval Veterans) Nautical Dispute. 1827. Phillips.
Lent by Joseph Grego, Esq.

*770 The Sailor's Return.
"Contemning wealth, which they with risk obtain,
"Thus sailors live, and then to sea again!"
In colours. John Collet, 1774. Lent by Joseph Grego, Esq.

*771 Naval Uniforms, 1799. Cabin Boy. By Rowlandson.
Lent by Joseph Grego, Esq.

*772 The Sailor's Unexpected Return, or Snip in Danger. Thomas Rowlandson, 1808. Lent by Joseph Grego, Esq.

*773 The Emperor Napoleon Bonaparte surrendering to Captain Maitland on board the "Bellerophon," 13th July, 1815. "I come to claim the protection of your Prince and of your laws." A. W. Devis.
Lent by Joseph Grego, Esq.

*774 The Midshipman's Berth. Lent by Walter Coombs, Esq.

*775 Naval Uniforms, 1799. Midshipman. By Rowlandson.
Lent by Joseph Grego, Esq.

*776 Naval Uniforms, 1799. Cook. By Rowlandson.
Lent by Joseph Grego, Esq.

*777 Jemmy's Farewell, 1786.
"To make a crown a pound, my Jemmy gade to sea,
"And the crown and the pound were both for me."
Vide old song "Auld Robin Gray."
Lent by Joseph Grego, Esq.

*778 Poodles preparing for an Aquatic Excursion. (1827.)
"Attach yourself particularly to some elegant pursuit."
Lord Chesterfield's Advice. H. Heath.
Lent by Joseph Grego, Esq.

*779 A Shower, or any Port in a Storm. (Fores, 1786.)
Lent by Joseph Grego, Esq.

*780 Naval Uniforms, 1799. Purser. By Rowlandson.
Lent by Joseph Grego, Esq.

*781 A Rich Privateer brought safe into port by two First Rates.
Lent by Joseph Grego, Esq.

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*782 Nautical Comfort. (1804.) G. M. Woodward.
Lent by Joseph Grego, Esq.
*783 Scene on Main Deck. Lent by Walter Coombs, Esq.
*784 Naval Uniforms, 1799. Lieutenant. By Rowlandson.
Lent by Joseph Grego, Esq.
*785 Jack Oakham throwing out a Signal for an Engagement, 1781.
Lent by Joseph Grego, Esq.
*786 The Cheerful Cobbler and the British Tars. H. Woodward.
Lent by Joseph Grego, Esq.
*787 Nautical Observations on Female Dress. Cawse.
Lent by Joseph Grego, Esq.
*788 Naval Uniforms, 1799. Captain. By Rowlandson.
Lent by Joseph Grego, Esq.
*789 1. The Sailor's Present; or the Jealous Clown. 2. Polly's Lamentation (from "The Maiden's Complaint"). (Two in one frame). John Collet.
Lent by Joseph Grego, Esq.
*790 "Things as they were, 1757, versus things as they are, 1827." W. Heath. Lent by Joseph Grego, Esq.
*791 Naval Uniforms, 1799. Captain of Marines.
Lent by Joseph Grego, Esq.
792 to 797 Naval Uniforms, 1820 to 1850. Series of six plates—Captain Lieutenant, Doctor, Paymaster, Midshipman, and Cadet.
Lent by Messrs. Gieve, Matthews, and Seagrove.
*798 1. Bachelor's Fare, or Bread and Cheese, with Kisses. 2. An English Jack Tar giving Monsieur a Drubbing. (Two in one frame.) John Collet. Lent by Joseph Grego, Esq.
*799 1. The Sailor's Farewell, 1795. 2. The Neglected Tar, 1791. (Two in one frame). Lent by Joseph Grego, Esq.
*800 1. The Sailor's Pleasure, 1781. 2. An English Man-of-War taking a French Privateer. (Two in one frame.) Lent by Joseph Grego, Esq.
*801 1. Tom Truelove's Knell. 2. The True British Tar, 1785. (Two in one frame.) Lent by Joseph Grego, Esq.
*802 The "Guardian" Frigate, under Lieut. Riou, in the South Seas, in which she struck, 24th December, 1789, on her passage to Botany Bay, with the departure of the Crew in the Jolly Boat.
Lent by Joseph Grego, Esq.
*803 "Bachelor's Fare, or Bread and Cheese with Kisses." R. Dighton.
Lent by Joseph Grego, Esq.
*804 Jack on a cruise, 1780. Lent by Joseph Grego, Esq.
*805 The Jolly Tars of Old England on a Land Cruise. Julius Ibbetson.
Lent by Joseph Grego, Esq.
806 Making a Sailor a Freemason, Woodward. Lent by W. Ditchman, Esq.
807 Navarino, Nautical Logic. Lent by W. Ditchman, Esq.
808 Equity, or a Sailor's Prayer before Battle. Tegg.
Lent by W. Ditchman, Esq.
809 A Sailor at a Quaker's Funeral. Woodward.
Lent by W. Ditchman, Esq.
810 Jack Jolly Steering down Wapping. Tegg.
Lent by W. Ditchman, Esq.
811 Jack in a White Squall. X.Y.X. Lent by W. Ditchman, Esq.
812 Lacing in Style. Tegg. Lent by W. Ditchman, Esq.
813 Jack hove down with Grog Blossom Fever. Tegg.
Lent by W. Ditchman, Esq.
814 Interior of a Midshipman's Berth, 1821.
Lent by Admiral Sir James E. Erskine.
*815 1. The Veteran's Address to a Young Sailor. H. Woodward. 2. The Sailor's Description of a Chase and Capture. George Cruikshank, after Lieut. John Sheringham, R.N. (Two in one frame.)
Lent by Joseph Grego, Esq.
*816 The Greenwich Pensioner. As written and composed and sung by Dibden. Isaac Cruikshank, 1791. Lent by Joseph Grego, Esq.
*817 1. The Sailor and Banker (Thomas Rowlandson). 2. "Things as they have been and as they are" (Lord Cochrane) (S. J. Tames).
Lent by Joseph Grego, Esq.

**Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.*

*818 George III. and Lord Howe (Joint Patrons of the Navy) as controlling the Admiralty Office "Uncle George and Black Dick at their new game of Naval Shuttlecock. 1787." Thomas Rowlandson.
Lent by Joseph Grego, Esq.

*819 Road to Preferment. Naval Triumph, or Favours Conferd. (Outside Greenwich Hospital.) Thomas Rowlandson,
Lent by Joseph Grego, Esq.

*820 1. The Use of a Gentleman or Patronage for the Admiralty. Williams. 2. Portsmouth Point. Thomas Rowlandson. (Two in one Frame.)
Lent by Joseph Grego, Esq.

*821 M. Wright. Veterans with the Gazette. "They fight their battles o'er again!" Lent by Joseph Grego, Esq.

*822 The Sailor's Family. Thomas Rowlandson.
Lent by Joseph Grego, Esq.

*823 The Sailor's Return. Thomas Rowlandson.
Lent by Joseph Grego, Esq.

*824 A Sandwich. John, Earl of Sandwich. First Lord of the Admiralty, "en Sandwich" (between two of his fair companions). Sketch after Kingsbury. Lent by Joseph Grego, Esq.

*825 A Snug Cabin, or Port Admiral. Thomas Rowlandson.
Lent by Joseph Grego, Esq.

*826 An old Sea Dog, by Rowlandson. Lent by Walter T. Spencer, Esq.

*827 Grog on Board Ship. Drawing by Thomas Rowlandson.
Lent by Joseph Grego, Esq.

*828 Bay of Biscay. Thomas Rowlandson, 1789. Lent by Joseph Grego, Esq.

*829 Chelsea Reach. Thomas Rowlandson, 1789. Lent by Joseph Grego, Esq.

*830 Distress. Drawing. Thomas Rowlandson. Lent by Joseph Grego, Esq.

*831 Sailors Carousing. Julius Ibbetson, *pinxt.* Engraved by W. Ward. Printed in colours. Lent by Joseph Grego, Esq.

*832 1. The Bay of Biscay. 2. Misery. Thomas Rowlandson. (Two in one frame.) Lent by Joseph Grego, Esq.

*833 The High Road to Preferment. 1789. (On board the Royal Yacht. The King, Queen Charlotte, the Royal Princesses, etc., etc. Thomas Rowlandson. Lent by Joseph Grego, Esq.

*834 Sailors on Shore. (1810.) G. M. Woodward.
Lent by Joseph Grego, Esq.

*835 A Tour to the Wreck of the "Royal George," sunk at Spithead, 1782. 1. Portsmouth Point, with a distant view of Gosport. 2. Going on board the "Hector," man-of-war, lying in Portsmouth Harbour. 3 Spithead, with the exact situation and appearance of the "Royal George," wrecked 29th August, 1782. Facsimiles of drawings, engravings, etc. Thomas Rowlandson. (Three in one frame).
Lent by Joseph Grego, Esq.

*836 1. Middle Deck of the "Hector," man-of-war. 1782. 2. "The manner of working the guns on board a man-of-war in time of action." Facsimiles of drawings, engravings, etc. Thomas Rowlandson. (Two in one frame.) Lent by Joseph Grego, Esq.

*837 Admiral Nelson recreating with his brave tars after the glorious Battle of the Nile. Lent by Walter T. Spencer, Esq.

*838 The Old Admiral at Home. By R. W. Buss.
Lent by Joseph Grego, Esq.

*839 Embarking of Troops in the expedition to La Vendée. By Rowlandson.
Lent by Joseph Grego, Esq.

*840 Tars carousing. By Rowlandson. Lent by Walter T. Spencer, Esq.

*841 "A Scene at Spithead." By Rowlandson.
Lent by Walter T. Spencer, Esq.

*842 Benevolence. Thomas Rowlandson. Lent by Joseph Grego, Esq.

*843 A Dance of the Sea. Lent by Mrs. G. Merry.

*844 The Press Gang. By Alex. Johnstone. Lent by W. H. Young, Esq.

845 The Fisherman's Departure, engraved by Barney after F. Wheatley, R.A., 1747-1801. Lent by C. H. Huish, Esq.

846 The Fisherman's Return, engraved by Barney, after F. Wheatley, R.A., 1747-1801. Lent by C. H. Huish, Esq.

**Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.*

*847 Louisa, or the Shipwreck (a pair).
No. 1 (Rare proof state, the earliest issue).
"My life! my joy! my only love!"
A voice at distance cries;
That voice her inmost soul could move;
She starts with wild surprise.
George Morland. Engraved by T. Gaugain.
Lent by Joseph Grego, Esq.

*848 No. 2.
While thus, with agonizing sighs,
They view'd the fatal place.
Louisa's mild yet steadfast eyes
Were fix'd on Henry's face.
See Tale of Louisa, in poems and essays, by Miss Bowdler, of Bath.
George Morland. Engraved by T. Gaugain.
Lent by Joseph Grego, Esq.

*849 British Plenty (a pair). Henry Singleton. Engraved by C. Knight.
Lent by Joseph Grego, Esq.

*850 Scarcity in India. Henry Singleton. Engraved by C. Knight.
Lent by Joseph Grego, Esq.

*851 Anxiety, or the Ship at Sea. George Morland. Engraved by P. Dawe.
"With anxious thought young Nancy look'd and sigh'd!
Where from the sea-beat shore a ship she spied—
Contending with the billows—whilst they roll,
Hope, doubts and fears perplex her troubled soul."
Lent by Joseph Grego, Esq.

*852 Mutual Joy, or the Ship in Harbour. George Morland. Engraved by P. Dawe.
"The ship safe moor'd, like light'ning William flies
To kiss the pearly tears from Nancy's eyes.
With open arms he views the constant fair,
And throbs to find his pleasant harbour there."
Lent by Joseph Grego, Esq.

*853 Dinner; Fetching Lee Way! One of the Comforts of a Channel Cruise in November. J. T. Serres. 1810. Lent by Joseph Grego, Esq.

*854 The Flowing Bowl, or Sailor Return'd. Engraved by W. Barnard. Printed in colours. Lent by Joseph Grego, Esq.

*855 The Contented Waterman. No. 1. Engraved by Wm. Ward. From Mr. Dibdin's celebrated song, called "My Poll and my Partner Joe."
"My Cot was snug, well filled my keg;
My grunter in the sty."
Lent by Joseph Grego, Esq.

*856 Jack in the Bilboes. No. 2. Engraved by W. Ward. Printed in colours. From Mr. Dibdin's celebrated song, called "My Poll and my Partner Joe."
"Till woe is me, so lubberly,
The press-gang came and pressed me."
Lent by Joseph Grego, Esq.

*857 "A Woman Selling Fish. Engraved by Nutter. Published May 1, 1815, by Boydell and Co. Lent by Joseph Grego, Esq.

*858 African Hospitality. Printed in colours. Engraved by J. R. Smith.
"Dauntless they plunge amidst the vengeful waves,
And snatch from death the lovely sinking fair—
Their friendly efforts, Lo! each Briton saves!
Perhaps their future Tyrants now they spare!"
Lent by Joseph Grego, Esq.

*859 Slave Trade. Printed in colours. Engraved by J. R. Smith.
"Lo! the poor Captive, with distraction wild,
Views his dear Partner torn from his embrace,
A different Captain buys his wife and child—
What time can from his soul such ills erase?"
Lent by Joseph Grego, Esq.

*860 Sailor's Conversation. George Morland. Engraved by Wm. Ward.
Lent by Joseph Grego, Esq.

*861 Fisherman. Engraved by James Ward. In colours.
Lent by Joseph Grego, Esq.

**Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.*

*862 Smugglers. Engraved by James Ward. Lent by Joseph Grego, Esq.

*863 The Progress of a Midshipman, exemplified in the Career of Master Blockhead. In seven plates and frontispiece; the series of eight. Frontispiece, 1820. 1. Fitting Out. Designed by Capt. Marryat, R.N. Etched and executed by George Cruickshank, 1820. Lent by Joseph Grego, Esq.

*864 2. Finding Things not exactly what he Expected. 3. On the Middle Watch:—"Cold blows the wind, and the rains coming on!" Lent by Joseph Grego, Esq.

*865 4. Mastheaded; or Enjoying Fresh Air for the 304th Time. 5. Seeking the Bubble Reputation. Lent by Joseph Grego, Esq.

866 6. Waiting Room at the Admiralty (*No Misnomer). 7. Mr. B. promoted to Lieutenant, and first putting on his Uniform. Lent by Joseph Grego, Esq.

*867 The Original Plates to Captain Barker's, Greenwich Hospital, 1825. By George Cruikshank. Lent by Joseph Grego, Esq.

*868 1. Sailors on a Cruise. 2. The Point of Honour. 3. Paying Off. 4. Sailors Carousing; or a Peep in the Long Room. Lent by Joseph Grego, Esq.

*869 5. Flying Artillery; or a Horse Marine. 6. Billy Culmer and the Goose. Lent by Joseph Grego, Esq.

*870 7. Crossing the Line. 8. Scud Hill (with Nelson). Lent by Joseph Grego, Esq.

*871 9. The Battle of the Nile. 10. A Witness. Lent by Joseph Grego, Esq.

*872 11. Jack's Trump of Defiance. 12. Sir E. Bunbury, 1807. Platonic Love: None but the Brave Deserve the Fair. Greenwich. Eleven plates and one plate, Sir E. Bunbury. Lent by Joseph Grego, Esq.

*873 Dick Dock, or the Lobster and Crab. 1806. Jack Steadfast, or the Heart that can feel for Another. 1807. (Two in one frame). Lent by Joseph Grego, Esq.

*874 1. The Story of a Little Parson and the Sailor (R. Newton, 1797). 2. The Old Commodore (George Cruickshanks). Lent by Joseph Grego, Esq.

*875 Britannia Victorious. Design for the Naval Pillar. James Gillray. Lent by Joseph Grego, Esq.

*876 Launch of the "Howe" Man-of-War, of 120 guns, at Chatham, March 28th, 1815. (Contemporary Broadside). Lent by Joseph Grego, Esq.

Water Colour Drawings by Charles Dixon, lent by the Proprietors of "The King."

*877 The launch of the "London" at Portsmouth. "London," battleship, 15,000 tons, launched at Portsmouth, 21st Sept., 1899. Heaviest gun, 12in., 50 tons.

*878 The Burning of the "London" by the Dutch. "London," first rate, 1,350 tons, launched at Deptford, June, 1666. Heaviest gun, 50-pr.

*879 The "Swallow" and "Roberts the Pirate." "Swallow," warship, 672 tons, launched 1703, Blackwall. Heaviest gun, 24-pr.

*880 The "Swallow" and "Thrush." "Swallow," sloop, 1,130 tons, launched Sheerness, 1885; heaviest gun, 5in. "Thrush," gunboat, 895 tons, launched Greenock, 1889. Heaviest gun, 4in.

*881 The "Fame" in the attack on Taku. "Fame," T.B.D., 275 tons, launched at Chiswick, April 15, 1896. Heaviest gun, 12-pr., quick firer.

*882 The "Fame," with "Foul-weather Jack." "Fame," battleship, tonnage 1,565 tons, launched Jan., 1759. Heaviest gun, 32-pr.

*883 The Flagship "Crescent" at Bar Harbour, 1900. "Crescent," cruiser, 7,700 tons, launched Portsmouth, March 30th, 1892. Heaviest gun, 9.2in., 22 tons

*884 Capture of the French "Réunion" by the "Crescent" frigate, 888 tons, launched Burlesdon, 1784. Heaviest gun, 18-pr.

*885 H.M.S. "Kent" passing South Sand Lightship. "Kent," armoured cruiser, 9,800 tons, launched Portsmouth, March 6, 1901. Heaviest gun, 6in. Q.F.

**Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.*

*886 Cutting out of the "Hermione" ("Retribution"), 1799. "Hermione," frigate, 714 tons, launched Bristol, 1782. Heaviest gun, 12-pr.

*887 The old "Implacable" (Duguay Trouin) at Devonport, 1901. "Implacable," boys' training ship, 1,882 tons, captured from the French, 1805.

*888 Taking of the "Duguay Trouin" (Implacable), after Trafalgar, 1805. "Duguay Trouin," battleship, 1882 tons, launched Toulon, 1789. Heaviest gun, 36-pr.

*889 The first battle of our first "Queen," 1225. "Queen," King's great ship, 250 tons, launched 1225. No guns carried.

*890 The 'Queen" at the Spithead Review of 1845. "Queen," line of battleship, 3.083 tons, launched Portsmouth, 1839. Heaveist gun, 32-pr.

*891 The "Lion" Training Ship at Devonport. "Lion," battleship, 2,589 tons, launched Pembroke, 1848. Heaviest guns, 32-pr.

*892 The capture of "The Lion," Scot's Man-o'-War, 1511. The "Lion," ship 120 tons; built about 1509. Heaviest guns, 6-pr.

*893 The Wreck of the "Birkenhead," 1852. "Birkenhead," troopship, 1,400 tons, launched 1845. Heaviest gun, 10in. pivot.

*894 Torpedo Boats in Action at the Naval Manœuvres. Torpedo boats, 75 to 130 tons, armament, 3 to 5 torpedo tubes, 2 to 4 3-pr. Q.F.

*895 The Veterans of the old Trooping Service. "Serapis," 4,173 tons. Heaviest gun, 4-pr.

*896 The Sailing Training Squadron, 1899. "Calypso," "Volage," "Active," "Ruby."

*897 The "Mars" in the Channel Squadron, 1901. "Mars" battleship, 14,900 tons displacement, launched Birkenhead, March 30th, 1898. Heaviest gun, 12in., 50 tons.

*898 Capture of the "Mars" by the "Nottingham." "Mars," French battleship, 1,403 tons, launched, 1738, Brest. Heaviest gun, 36-pr.

*899 The "Centurion" battleship. Sir Edward Seymour's Flagship in the Far East, 1900. The "Centurion," 10,500 tons displacement, launched August 3, 1892, at Portsmouth. Heaviest gun, 29 ton, 10in. B.L.

*900 Anson's "Centurion" taking the Spanish galleon, "Nuestra Senora De Cabadonga," 1743. "Centurion," 50-gun ship, built Portsmouth, 1732. Heaviest gun, 18-pr.

*901 The "Speedy" capturing the "El Gamo." "Speedy," 14-gun brig, launched Dover, June, 1781. Tonnage, 158 tons. Heaviest gun, 4-pr.

*902 The "Speedy" leaving Portsmouth. "Speedy," gunboat launched at Chiswick, May, 1893. Displacement, 810 tons. Heaviest gun, 4.7in. quick-firer.

*903 The Bombardment of St. Jean D'Acre by the British and Allied Squadrons. "Powerful," battleship, launched Chatham, 1826. Tonnage, 2,296 tons. Heaviest gun, 32-pr.

*904 The Steam Training Squadron, 1900. "Minerva," "St George," "Cambrian," "Juno."

*905 H.M.S. "Powerful," steaming up Channel on her return from South Africa. "Powerful," first class cruiser, launched Barrow, 24th July, 1895. Displacement, 14,200 tons. Heaviest gun, 9.2in, 22 ton.

*906 The "St. Vincent" in Portsmouth Harbour. "St. Vincent," battleship, launched at Plymouth, Feb., 1815; tonnage, 2,601 tons. Heaviest gun, 32-pr.

*907 The "Majestic" at the Battle of the Nile, 1798. "Majestic," battleship, 1,642 tons, launched Blackwall. Heaviest guns, 37-pr.

*908 The "Majestic," Flagship of the Channel Squadron, 1901. "Majestic," battleship, 14,900 tons displacement, launched January 31, 1895, Portsmouth. Heaviest gun, 12in., 50 ton B.L.

*909 Britain's first two Ironclads. "Warrior," launched Blackwall, December 29, 1860. "Black Prince," launched Glasgow, February 27, 1861. Displacement, 9,210 tons. Heaviest gun, 6in. muzzle-loader.

*910 "Well done, Condor." The bombardment of Alexandria, 1882. The "Condor" Sloop, 780 tons, launched 1876. Heaviest gun, 64cwt.

*911 The "Prince George" at Spithead. The Naval Requiem of Queen Victoria. The "Prince George," battleship, 14,900 tons displacement, launched at Portsmouth, August 22, 1895. Heaviest gun, 12in. 50 tons.

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*912 The "Prince George" at the battle of Malaga, 1704. "Prince George," battleship, 1,421 tons, launched at Chatham, 1701. Heaviest gun, 63-pr.

*913 The last fight of the "Revenge," off Flores, in the Azores, 1591. "Revenge," 600 tons, launched 1574. Heaviest guns, 50pr.

*914 The "Inflexible," anchored at Spithead. "Inflexible" battleship, launched Portsmouth, 27th April, 1876, displacement 11,880 tons, Heaviest gun, 16in. 81 ton.

*915 "Bomb Ketches." Saluting the "Victory," December, 1805. "Bomb Ketches," from 250 to 370 tons, armament 13in. and 10in. mortars and 24-pr. carronades

*916 The "Victory" at Portsmouth. Came into harbour from last commission November, 1812. "Victory," Flagship at Portsmouth, 1824-30, 1846-69, 1885-91.

*917 The "Good Hope" in Table Bay. The "Good Hope," armoured cruiser, 14,100 tons displacement, launched February 21, 1901. Heaviest gun, 9.2in. B.L.

*918 H.M.S. "Formidable" in Plymouth Sound. "Formidable," battleship, 15,000 tons, launched November 17, 1898, Portsmouth. Heaviest gun, 12in., 50 tons.

*919 The "Canopus" off Gibraltar. "Canopus," battleship, launched Portsmouth, 13th October, 1894. Displacement, 12,950 tons. Heaviest gun, 12in., 50 tons.

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920 Landing of the wounded at Yarmouth, after the battle of Camperdown, 22nd October, 1797. Coloured engraving by T. Rowlandson.
Lent by the Corporation of Great Yarmouth.

*921 Earl Howe's victory over the Republican Fleet. The Glorious First of June, 1794. Large sketch of the "Queen Charlotte," 110 guns, the Admiral's Flagship, in action, engaging "La Montagne," 120 guns, Flagship of the Republican Commander, Admiral Villaret-Joyeuse. Original studies in water-colours. Portrait of Admiral Lord Howe, Commander-in-Chief. J. P. de Loutherbourg, R.A. W. M. Craig.
Lent by Joseph Grego, Esq.

*922 The Glorious Victory obtained over the French Fleet off the Nile, on the 1st of August, 1798, by the gallant admiral, Lord Nelson of the Nile. Showing the distressed situation of the French frigate "La Serieuse," of 36 guns and 250 men, which, after having been dismasted, sunk. "L'Orient," of 120 guns and 1,010 men, commanded by the French Admiral Brueys, is seen in the background, blowing up, by which she considerably damaged the "Majestic" of 74 guns, 590 men, commanded by Captain Westcott, who fell early in the action. The "Majestic" was, after his death, fought with the utmost bravery by her first lieutenant, Mr. Cuthbert, during the remainder of the action. Thomas Rowlandson. In colours.
Lent by Joseph Grego, Esq.

*923 Figurehead of "La Montagne," 120 guns, Flagship of the Republican Admiral; French privateers, brigs, gun-boats and craft of various descriptions; studies made on the spot, as materials for the artist's great picture, The Glorious First of June, 1794; the historical painting in the Painted Hall, Greenwich. J. P. de Loutherbourg, R.A.
Lent by Joseph Grego, Esq.

*924 The Texel Fleet, by William W. Van de Velde.
Lent by Joseph Grego, Esq.

*925 Battleships; Oil painting (Dutch). Time of William Van de Velde.
Lent by Joseph Grego, Esq.

*926 National Discourse: Rodney Triumphant, or Admiral Lee-Shore in the Dumps. (Admiral de Grasse surrendering to Admiral Rodney). James Gillray.
Lent by Joseph Grego, Esq.

*927 "While other realms tyrannic sway enthrals, Britain's best bulwarks are her wooden walls." Thomas Rowlandson.
Lent by Joseph Grego, Esq.

*928 The Death of Admiral Lord Nelson in the Moment of Victory. James Gillray.
Lent by Joseph Grego, Esq.

**Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.*

*929 1. Admiral Lord Nelson of the Nile extirpating the plagues of Egypt. 2. Covent Garden illuminated for Nelson's Victory. James Gillray.
Lent by Joseph Grego, Esq.

*930 Patrotic Ballad, 1803. George and England Save, 1805. "Rosabell," 1806. George Cruikshank. Lent by Joseph Grego, Esq.

*931 The Press Gang. English Liberty Displayed. 1770. Ex "Oxford Magazine." Thomas Rowlandson. Lent by Joseph Grego, Esq.

*932 A Press Gang, 1820. Thomas Rowlandson.
Lent by Joseph Grego, Esq.

*933 The Liberty of the Subject. James Gillray.
Lent by Joseph Grego, Esq.

*934 John Bull taking a Luncheon, or British Cooks, etc. Admirals Nelson, Warren, Bridport, Howe, etc., etc. James Gillray.
Lent by Joseph Grego, Esq.

Uniforms of the British Navy in the reign of Queen Victoria. 1848-9. By R. H. C. Ulsdell, Del. Engraved by J. Harris.

*935 The Royal Navy. Captain and Lieutenant. May 12, 1848.

*936 The Royal Navy. Admiral, Captain, Commander, and Midshipman. July 12, 1848.

*937 The Royal Navy. Master, Doctor, and Boatswain. June 18, 1849.

*938 The Royal Navy.—Commodore, Mate, and 2nd Class Boy. June 18, 1849.

*939 The Royal Navy. Paymaster, Assistant-Surgeon, and Cadet. July 28, 1849.

*940 The Royal Navy. Second Master, Clerk, and A.B. Seaman. July 28, 1849.
Lent by Joseph Grego, Esq.

*941 Gilt and finely engraved Medallion, with a Jack Tar, masts, flags, and a French and English soldier, etc., in centre, surrounded with 12 portraits of officers, dated 1855 (commemorating the Crimean War). Lent by Messrs. Collingridge Bros.

942 Photogravure of the late Commander Francis Edward Collingwood, R.N., who, when Midshipman on board H.M.S. "Victory," shot the Frenchman, "Jean Pierre," who gave Nelson his death wound in the Battle of Trafalgar, 1805.
Lent by Fleet Surgeon G. T. Collingwood, R.N.

943 H.M.S. "Excellent," Captain Cuthbert Collingwood, engaging the Spanish ships, "Salvador del Mundo" and "San Ysidoro," in Sir John Jarvis's action on the 14th February, 1797, off Cape St. Vincent. Water colour. Lent by Fleet Surgeon G. T. Collingwood, R.N.

944 Sketch of St. Helena, as the place of exile of Napoleon. Several ships of the date of 1850. By late Lieut.-Col. J. G. Champion, C.B., 95th Regt., on board H.M. Troopship, "Apollo."
Lent by Major Arnold, H.N.U. Champion.

945 Invasion of the Crimea. A plan of the sailing column of the Allied Armada, taken by moonlight on H.M.S. "Transport," by late Lieut.-Col. Champion.
Lent by Major A. H. N. U. Champion.

946 Chair made of the wood which formed part of Admiral De Winter's Fleet, captured by Admiral Duncan, 11th October, 1797
Lent by David Harrison, Esq.

947 Witu Chair. Fetish chair captured at Witu, October, 1890, by a naval force under Vice-Admiral Sir E. Fremantle, then Commander-in-Chief, East Indies.
Lent by Adm. Hon. Sir Edmund Fremantle, G.C.B.

948 Model of Lifeboat "Annie Wood," launched on the Thames about 1813.
Lent by David Lewis, Esq.

949 The Chatham Chest and Documents referring to same.
Lent by the Royal Naval College Museum, Greenwich.

950 Merchants' Mark. It was a practice during the 14th and 15th centuries, for the principal merchants to adopt a peculiar mark, by which their respective goods were distinguished, and with which they were sealed, as with a coat of arms.
Lent by the Corporation of Great Yarmouth.

951 A long iron swivel cannon, for mounting on ship's bulwarks, probably of Sussex manufacture, from Newhaven, Sussex.
Lent by Lieut. A. Trevor Dawson, R.N.

**Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.*

952 Bronze cannon on wooden carriage, inscribed "Jan Clummer," 1617.
Lent by Major W. C. Woollett.

953 Bronze cannon on wooden carriage, inscribed "Jan Clummer," 1617.
Lent by Maj. W. C. Woollett.

954 Denham's "Swivel Crutch or Rollock." By the late Admiral Sir Henry Mangles Denham, F.R.S. (Model.)
Lent by Charles Henry Denham, Esq.

955 Remnant of the flag captured from the mast of the "Foudroyant," now the "Impregnable," given by Admiral Sir Peter Parker to Tom Bending, Coome Down, February 10th, 1811.
Lent by Lieutenant Davis, R.N.

956 Wood-carving Japanese Royal Yacht, gilt and coloured.
Lent by Messrs. Yamanaka and Co.

957 Old brass cannon from St. Helena, formerly the property of the Hon. Thomas Edmund Fowler. Lent by William Chester, Esq.

958 Earl S. Vincent's silk flag, presented by the officers and crew of H.M.S. "Ville de Paris," in testimony of their high appreciation of his Lordship's conduct off Cape St. Vincent.
Lent by the Fishmongers' Company.

959 Brass cannon dredged up off Hermitage Entrance, London Docks, Oct. 1899. Lent by the Conservators of the River Thames.

960 Ship's Signalling Cannon. Lent by B. Friendly, Esq.

*961 Admiral Jervis, Bust, Replica of the original, by Chantry.
Lent by Miss Florence Palmer.

961A Model of the "Arethusa," built by the Exhibitors in 1781.
Lent by Messrs. Chas. Hill & Sons.

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*962 *Collection of Gold, Silver, and Bronze Naval Medals, from Queen Elizabeth to Edward VII., and British and Foreign Orders of Knighthood worn by Naval Officers.*

Lent by Messrs. Spink & Son, Ltd

Pole Star of Sweden. Collar of a Grand Cross.
Royal Hanoverian Guelphic Order. Collar of a Grand Cross.
Royal Hanoverian Guelphic Order. Star of a Knight Commander.
Royal Hanoverian Guelphic Order. Gold Badge of a Companion.
Lion and Sun of Persia. Star of a Grand Officer.
Tower and Sword of Portugal. Collar and Badge of a Grand Officer.
Crown of Roumania. Star of a Grand Cross.
St. Stanislaus of Russia. Star of a Grand Cross.
Brilliant Star of Zanzibar. Star of a Grand Officer.
White Elephant of Siam. Badge of a Chevalier.
White Falcon of Saxe-Weimar. Badge of a Chevalier.
Takova of Servia. Badge of a Commander.
Red Eagle of Prussia. Cross of a Commander.
Redeemer of Greece. Cross of a Commander.
Nichan Iftickhar of Tunis. Badge of an Officer.
Lion and Sun of Persia. Badge of a Chevalier.
Crown of Prussia. Cross of a Commander.
Vasa of Sweden. Cross of an Officer.
Dannebrog of Denmark. Cross of a Commander.
Leopold of Austria. Cross of a Commander.
Legion of Honour of France. Badge of an Officer.
Legion of Honour of France. Badge of a Commander.
Legion of Honour of France. Star of a Grand Officer.
Tower and Sword of Portugal. Badge of an Officer.
St. Olaf of Norway. Cross of a Commander.
Leopold of Belgium. Cross of a Chevalier.
St. Maurice and St. Lazarus of Italy. Cross of a Grand Officer.
Osmanieh of Turkey. Badge of the Fourth Class.
Medjidie of Turkey. Badge of the Second Class.
Medjidie of Turkey. Star of the First Class.
Frederick Louis of Oldenburg. Star of a Grand Commander.

**Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.*

Naval Medals.

Queen Elizabeth.

Danger Averted, 1589.—A specimen of the silver medal executed shortly after the destruction of the Spanish Armada, when the greatest dangers to Elizabeth had ceased.

Charles I.

Dominion of the Sea, 1630.—A gold medal issued in assertion of the claims of England to the dominion of the seas, by Nicholas Briot.

Commonwealth.

Specimen of a Gold Medal granted to the celebrated Admiral Blake for services against the Dutch.

One of the four Gold Medals granted by the Commonwealth. Captain Haddock, who commanded the ship "America," received this medal for services in the fight with the Dutch, and in which action the celebrated Admiral Van Tromp fell mortally wounded. This medal descended to Admiral Nicholas Haddock, and after him to his son, Charles Haddock, Esq., of Wrotham, Kent, who was the great grandson of the gallant officer to whom it was originally given. From the last named gentleman it came into the possession of his nephew, Charles Desborough Holworthy, Esq., of Pemlee, Stoke Damarel, and at the sale of his effects in 1879, it was purchased by the late Mr. Thomas Miller Whitehead, and afterwards passed into the collection of the late Mr. J. G. Murdock, Esq., and was purchased by the present owners at his sale. Only one other specimen is known, which is in the National Collection.

Smaller Gold Medal, granted by the Commonwealth for services against the Dutch.

Charles II.

Naval Reward, 1665.—Silver Medal by John Roettier. In the war with the Dutch in 1665 the English Fleet obtained a decisive victory off Lowestoft on the 3rd of June, and this medal was struck as a reward to be presented to those officers of the rank of captain and upwards who had distinguished themselves in action.

James II.

Naval and Military Reward, 1685.—Silver Medal by John Roettier. These medals were intended as naval and military rewards, for distribution amongst the officers of the Fleets and the Royal Forces which opposed the double invasion of Monmouth and Argyle.

William & Mary.

Battle of La Hogue.—Silver Medal by P. M. Muller. The battle of La Hogue extended over six days 19-24 May, 1692. The combined English and Dutch Fleets were under the command of Admirals Russell and Almonde, and the French under Admiral de Trouville. In this action the French suffered a severe defeat.

Another Medal commemorative of the victory of La Hogue. Struck in pewter, and the work of Mr. J. Smeltzing.

Another, also pewter, by Georg Hautsch.

Anne.

Attempted Invasion of Scotland, 1708.—Medal by John Croker. In 1708 Louis XIV. despatched a fleet with a strong military force to attempt the invasion of Scotland. Prince James (the old Pretender) accompanied the expedition, which sailed for the Firth of Forth. On the day following their arrival there the English Fleet having been sighted, the French, without delay, cut their cables, and made all sail to the north, losing one ship, which was cut off from the remainder of the fleet. They then steered to Inverness, but were driven to sea by a violent tempest, and returned to France.

Another, similar.

George I.

Naval Action off Cape Passaro, 1718—Silver Medal by J. Croker. Admiral Sir George Byng attacked the Spanish Fleet off Cape Passaro, and either destroyed or captured the greater portion of it.

George II.

Capture of Porto Bello, 1739.—On the 19th October, 1739, war was declared against Spain, and two squadrons were equipped to attack the Spanish possessions in South America. One, under Anson, was to sail round Cape Horn and rifle the shores of Peru; the other, under Admiral Vernon, to attack Porto Bello and the eastern coast. Vernon captured Porto Bello with his six ships in two days, and having destroyed the fortifications, he re-embarked his men and returned to Jamaica. The obverse of this medal has the half-length figure of Admiral Vernon and the inscription: "The British glory reviv'd by Admiral Vernon"; the reverse shows the attack on Porto Bello: "By courage and conduct he took Porto Bello with six ships only, 1739."

Another similar.

Capture of Fort Chagre, 1740.—In February, 1740, Vernon appeared before Carthagena, which he attacked ineffectively, and then proceeded to the mouth of the Chagre River, and captured the fort of that name after a bombardment of thirty-six hours. The obverse of this medal has the same inscription as the preceding, and a half-length figure of Vernon, full face, with a tree on his right; on his left a ship and a view of Fort Chagre. The reverse refers to Vernon's previous exploit in capturing Porto Bello.

Another, similar.

Capture of Carthagena, 1741.—In January, 1741, Vernon was joined by Sir Chaloner Ogle and General Wentworth, and his force very largely increased, and he again sailed for Carthagena. In a few days he became possessed of all the forts which commanded the harbour, and soon despatched an account of his proceedings to England, announcing the complete success of the expedition. But here ended his success, for after a series of blunders and quarrels amongst the commanders, the troops were re-embarked, and the enterprise abandoned. The obverse of the medal shows Don Blass, the Spanish Commander, kneeling and presenting his sword to Admiral Vernon. Legend, "The pride of Spain humbled by Ad. Vernon." The reverse refers again to the capture of Porto Bello.

Another, similar.

Capture of the Spanish Ships, the "Marquis d'Antin" and the "Lewis Erasmus," 1745.—Silver medal by John Kirk. On the 10th July, 1745, Captain James Talbot, in the "Prince Frederick," and Captain John Morecock, in the "Duke," fell in with the three Spanish ships, "Notre Dame," "Lewis Erasmus," and Marquis d'Antin." The "Prince Frederick" attacked "Marquis d'Antin" and took her, being at the same time exposed to the fire of the "Lewis Erasmus," which, after a stubborn resistance, was also captured. The "Duke" went in pursuit of the "Notre Dame," which had taken flight, but night coming on the chase was abandoned, and the "Duke" returned to assist the "Prince Frederick" in charge of the captured ships. The two prizes contained treasure to the amount of £800,000. The obverse of the medal has the portraits of Captain Talbot and Captain Morecock; the reverse has a representation of the action.

Similar, but struck in copper.

Defeat of the French Fleet off Cape Finistere, 1747.—Silver Medal by J. Pingo, struck in commemoration of Lord Anson's victory. The obverse has the bust of Lord Anson, and the reverse records his celebrated voyage round the world, in which he was engaged from September, 1740, to June, 1744, and during which he suffered some disasters, achieved many successes, and finally captured the Spanish galleon, the "Nuestra Senora de Covadonga," with a treasure exceeding £300,000.

Similar, but struck in copper.

Gold Medal for the capture of Louisburg, 1758.

Another in silver.

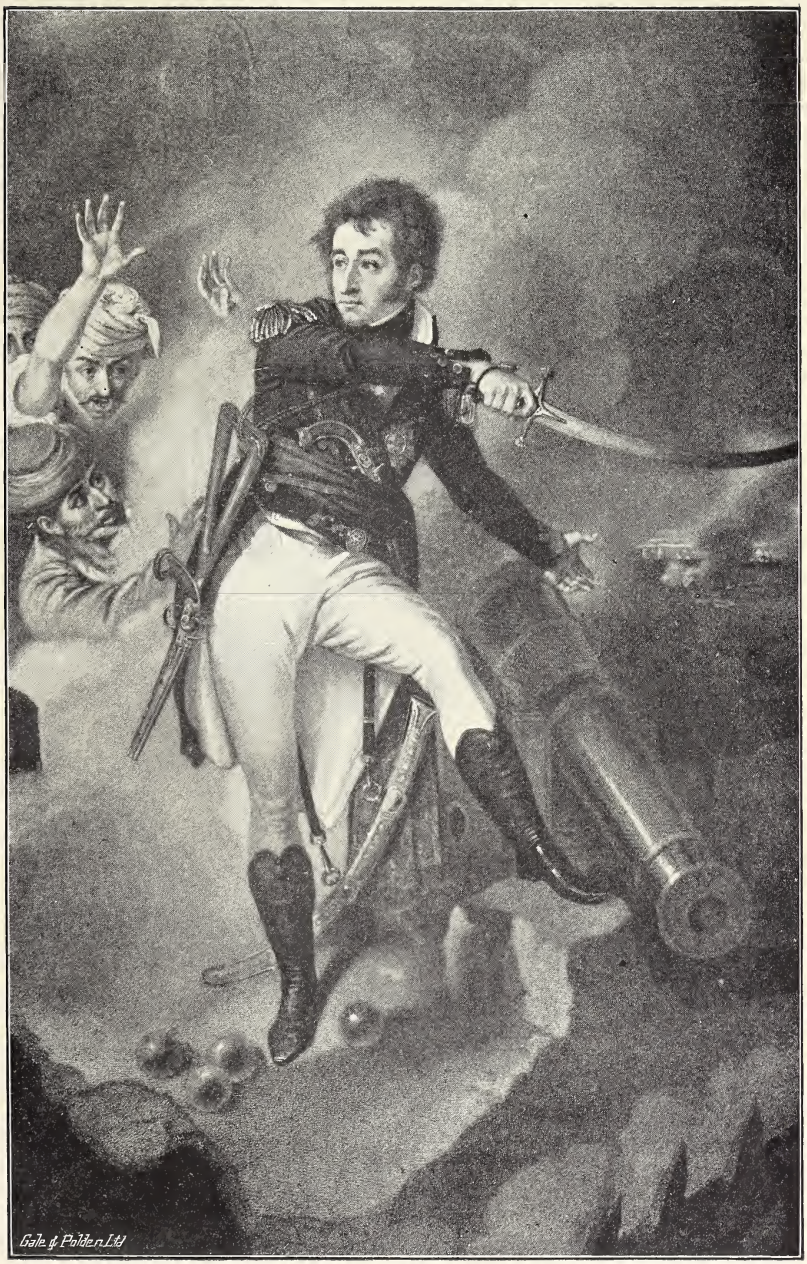
Another in bronze.
Capture of Louisburg, 1758.—Silver Medal by J. Kirk. Louisburg was captured from the French on the 26th July, 1758; Admiral Boscawen commanded the fleet, and Generals Amherst and Wolfe the land forces.
Goree Taken, 1758.—Silver Medal by J. Pingo. The island of Goree (Cape Verd), originally a Dutch plantation, had fallen into the hands of the French in 1677. An expedition entrusted to Admiral Keppel attacked the French Garrison on the 29th December, 1758, and after a short resistance, the place surrendered.
Capture of Guadaloupe, 1759.—Silver Medal by the same Artist as the preceding, commemorating the capture of the Island of Guadaloupe by the forces under Commodore Moore and General Barrington.
Another, similar.
Officer's silver medal for the battle of the Nile.
Petty Officer's bronze-gilt ditto.
Seaman's bronze ditto.
Presented by Alex Davison, Esq., to the heroes of the Nile.
Gold Medal presented by the Earl St. Vincent to the Rev. Cowper Williams, his Lordship's domestic chaplain. Medals were presented by the Earl St. Vincent for good conduct to the officers and crew of his ship.
Naval officer's gold medal and chain granted by the Sultan of Turkey for services in Egypt, 1801, under Sir R. Abercrombie.
Pewter medal presented by Matthew Boulton, Esq., to the heroes of Trafalgar.
Another.

Portrait Medals of Naval Heroes.

Admiral Duncan, Viscount Camperdown.
Earl Howe.
Viscount Keppel.
Sir Richard Onslow.
Another ditto.
Lord Rodney
Another ditto.
Sir William Sidney Smith.
Earl St. Vincent.

Naval General Service Medals Granted in 1848 for Services, 1793-1840.

1st June, 1794, with the Sultan's Gold Medal for services in Egypt, 1801. P. Ribouleau, Lieutenant R.N. The Glorious First of June. Lord Howe's great victory.
14th March, 1795. Thos. Dick, Midshipman on H.M.S. "Bedford." French Fleet defeated and two sails of the line taken.
St. Vincent. Nicholas Gage, Leading Man on H.M.S. "Colossus." Spanish force defeated.
Nile. John Flynn, Ordinary on H.M.S. "Alexander." Nelson's greatest victory.
Egypt. Wm. McPherson, Ordinary on H.M.S. "Tigre." For services in Egypt, 1801.
Copenhagen, 1801. Samuel Mullard, Drummer on H.M.S. "Ardent." Battle of Copenhagen, 1801.
Gut of Gibraltar. Job Wickham, Marine on H.M.S. "Audacious." French and Spanish squadrons defeated.
Trafalgar, with Boulton's pewter medal. J. Rentall, Boy on H.M.S. "Spartiate." Battle of Trafalgar, 1805.
St. Domingo. John Vincent, A.B. on H.M.S. "Spencer." Battle of St. Domingo, and capture and destruction of four sail of the line.
Blanche, 19th July, 1806. J. T. Secretan, Vol. 1st class. Capture of "La Guerriere."
Curacoa. Charles Fishington, A.B. Capture of the island of "Curacoa."
Virgine, 19th May, 1808, with the Order of the Tower and Sword. Edward Bold. Capture of Dutch frigate, "Guelderland."
Onyx, 1st January, 1809. H. Dutchman, Clerk. Capture of Dutch corvette, "Manly."



SIR WILLIAM SIDNEY SMITH AT ACRE. By J. Eckstein.

Martinique. John Barlow, Ordinary on H.M.S. "Stork." Capture of the island of "Martinique."
Basque Roads, 1809. John Dowlin, Marine. Destruction of ships in Basque Roads.
Spartan, 3 May, 1810. James Dunn, purser. Action with French frigate "Ceres" and consorts, and capture of "Sparvière."
Banda Niera, 9 August, 1810. John Best, Leading Man on H.M.S. "Caroline." Capture of Banda Niera from the Dutch.
Lissa. John Bushell, Leading Man on H.M.S. "Caroline." Capture of frigates off Lissa.
Off Tamatave, 1811. John Cox, Marine on H.M.S. "Phœbe. Action with French frigates and capture of "Renommée" and "Nèréide."
Java. Joseph Thompson. Ordinary on H.M.S. "Akbar." The island of Java and its dependencies were surrendered to British arms on 18 September, 1811.
Pelagosa, 29 November, 1811. John King, Midshipman on H.M.S. "Alceste." Capture of two French frigates near the rocky island of Pelagosa in the Adriatic.
Weazel, 22 February, 1812. William Young, Private R. M. Capture of French 74-gun "Rivoli" in the Gulf of Venice.
Malaga, 29 April, 1812. J. M. Hoffmeister, Clerk on H.M.S. "Hyacinth." At Malaga; capture of "Brave" and "Napoleon."
"Shannon" with "Chesapeake." Thomas Elder, A.B. This frigate action is ranked among the most celebrated on record.
St. Sebastian. Thos. Vine, Carpenter on H.M. "Sparrow." Capture of St. Sebastian.
Gluckstadt, January, 1814. James Clert, Purser on H.M.S. "Blazer." "Gluckstadt" surrenderd by capitulation.
The Potomac, August, 1814. John Lucy, Ordinary on H.M.S. "Seahorse." The British squadron took possession of the Potomac on 17th August, 1814.
Algiers. Robert Wilson, Boy on H.M.S. "Severn." The Battle of Algiers."
Navarino, with China medal for 1842. Thos. Etwell, Marine H.M.S. "Asia." Battle of Navarino.
Syria, with Turkish Medal for Acre. Wm. R. Searle, 2nd Lieut. R.M. Capture of Acre and operation connected with it on the coast of Syria.
Boat service, 29 August, 1800. B. Thelwall, Master's Mate on H.M.S. "Brilliant." Cutting out the "Guèpe."
Boat Service, 1 November, 1809. W. H. Brady, Midshipman on H.M.S. "Cumberland." Capture of eleven armed vessels in the Bay of Ross.
Boat Service, 23 November, 1810. Henry Preston, Leading Man on H.M.S. "Alfred." Attack and destruction of shipping at Port St. Mary.
Boat service, 29 September, 1812. Thos. Elvin, Drummer. Attack on Mittau and Riga, and capture of officers and men of the enemy.
Boat service, 2 May, 1813. Chas. Archer, A.B. on H.M.S. "Volontaire." Capture of six vessels and blowing up of the battery at Morgion.
Boat Service, 14 December, 1814. John Parke, A.B., on H.M.S. "Norge." Capture of five American gun vessels and a sloop.

Two Clasps.

1st June, 1794, St. Vincent. Jas. Mitchell, A.B., on "Glory," and A.B. on "Barfleur." The glorious First of June. Spanish force defeated.
23rd June, 1795, Copenhagen, 1801. William Atkins, Boy on H.M.S. "London." Capture of three sail of the line. Battle of Copenhagen, 1801.
23rd June, 1795, 12th October, 1798. John Packman, Midshipman on H.M.S. "Robust." Capture of three sail of the line. Capture of French 74-gun ship "Hoche" and two frigates.
St. Vincent, off Mardoe, 6th July, 1812. Lewis John, A.B. "Excellent" and Acting Master "Prodargus." Spanish force defeated. Destruction of two Danish Frigates, and two brigs off Mardoe.
Camperdown, San Fiorenzo, 1808. Rbt. Bird, Gunner. Battle of Camperdown. Capture of French frigate "Piedmontaise."

Copenhagen, Nassau, 22nd March, 1808. John Smith, Ordinary on "Ganges" and Marine on "Nassau." Battle of Copenhagen, 1801. Destruction of Danish line of battle ship, "Prince Christian Frederick."

Trafalgar, Rosario. G. Starr, Ordinary on "Orion" and Purser on "Rosario." Nelson's last victory. Battle of Trafalgar. Capture of two French brigs of war from under the batteries near St. Aubin.

Basque Roads, 1809, Guadaloupe. Oliver Lorine, A.B. on H.M.S. "Alfred." Destruction of ships in Basque Roads. Capture of Guadaloupe, 1810.

Gaeta, Algiers. Edward Barnett, Midshipman on "Malta" and "Superb." Attack and reduction of Gaeta, on the coast of Italy. Battle of Algiers.

Three Clasps.

1st June, 1794, St. Vincent, Nile. Thos. Knight, Boy on "Culloden," also Captain's servant. Lord Howe's Victory; the glorious First of June. Spanish force defeated. Nelson's greatest victory.

St. Domingo, Martinique, Guadaloupe. Alex. McAdam, L.M. on "Northumberland." Ditto on H.M.S. "Neptune." Ditto on H.M.S. Pompée." Battle of St. Domingo, and capture and destruction of four sail of line. Capture of Martinique. Capture of Guadaloupe, 1810.

Lissa, Pelagossa, 29th November, 1811, Boat service, 28th June, 1810. John Sparkes, Pte. R.M. on H.M.S. "Active." Capture of frigates off Lissa. Capture of two French frigates near the rock island off Pelagossa. Capture of twenty-five vessels at Grao.

Crimea, China, New Zealand, &c.

Crimea. Sebastopol. Hy. Hockley, Captain of the Hold.
Crimea. Sebastopol and Azoff. E. Clements.
China. Canton, 1857.
China. Taku Forts, 1858.
China. Fatshan, 1857, Canton, 1857.
China. China, 1842, Fatshan, 1857, Canton, 1857.
China. Fatshan, 1857, Canton, 1857, Taku Forts, 1858, and Taku Forts, 1860.
China. Fatshan, 1857, Canton, 1857, Taku Forts, 1858, Taku Forts, 1860, Pekin, 1860.
China. Without clasp.
New Zealand. Without date. D.A.C. General J. T. Johnstone, Commst. Dpt.
New Zealand. 1845-1846. J. Palmer, A.B. H.M.S. "Castor."
New Zealand. 1846-1847. J. Ferrero, Captn. Mizen-Top, H.M.S. "Calliope."
New Zealand. 1860-1861. Wm. Medlow, Pte. R.M. H.M.S. "Cordelia."
New Zealand. 1861-1866. W. Davis.
New Zealand. 1863-1864. J. Taylor, Bosns. Mate, H.M.S. "Esk."
New Zealand. 1865-1866. Edwd. Down.
New Zealand. 1866. Martin Dadds.
Indian Mutiny. Lucknow. William Alley, A.B. "Shannon."
Indian Mutiny. Lucknow and Relief of Lucknow. Jas. Taylor, A.B. "Shannon."
Egypt. Tamaai. J. Bond, Pte. R.M. H.M.S. "Briton."
Egypt. The Nile, 1884-1885, Abu Klea. W. Finch, Pte. R.M. H.M.S. "Achille."
Egypt. Alexandria, 11th July, Suakin, 1884, and El-Teb. F. J. Adams, H.M.S. "Monarch."
Egypt. Alexandria, 11th July, Suakin, 1884, and El-Teb-Tamaai. W. H. Hinds, R.M.A., H.M.S. "Monarch."
Punjab. Mooltan. Lieut. W. Christopher, Ind. Flot.
South Africa. 1879. J. Allen, P.O.I.C. H.M.S. "Tamar."
West Africa. Coomassie. J. Wills, Pte. R.M. H.M.S. "Active," 73-74.
West Africa. Witu, 1890. J. E. Moore, A.B. H.M.S. "Turquoise."
West Africa. Witu, 1890. J. E. Moore, A.B. H.M.S. "Turquoise."
West Africa. 1891-2. W. H. Pack, A.B. H.M.S. "Racer."
West Africa. Benin. 1897. H. J. Best, Sto., H.M.S. "Theseus."

West Africa. Gambia 1894, Benin River 1894, and Brass River 1895. H. Burton, Pte., H.M.S. "Widgeon."
China, 1900. Relief of Pekin, with presentation badge, given to the Naval Brigade for services in North China, 1900. M. Clancy, A.B., H.M.S. "Endymion."
Abyssinia. S. Mason, Stoker, H.M.S. "Star."

Groups of Medals.

An unique group of gold and silver medals, granted to Lieut. Bulley, R.N., for saving life.
Group of two medals granted to George Belding, leading Man on H.M.S. "Firefly," 8th August, 1855, for services in the Baltic, and a special medal granted for conspicuous gallantry (1st issue).
Group of five decorations granted to W. Chambers, Pte., R.M., on H.M.S. "Ganges," for Syria, Acre, Crimea, etc.
Group of four decorations, granted to R. Day, L.S. "Arethusa," consisting of Crimea, one clasp; China, two clasps; Turkish Crimea, and the Royal Humane Society's Bronze Medal, for saving life.
Group of three medals. Crimea, two clasps; Turkish Crimea, and Indian General Service, one clasp, granted to Jas. Wall, Royal Marines.
Group of three medals. Egypt, one clasp; Khedive's Bronze Star, and West Africa, one clasp, granted to R. Morrish, P.O. 2nd cl., H.M.S. "Raleigh."

Victoria Cross.

Group of two. Naval Victoria Cross, Indian Mutiny Medal, with two clasps, Lucknow, Relief of Lucknow, granted to E. Robinson, H.M.S. "Shannon."
On the 13th March, 1858, a sailor won the Cross. The enemy's buildings and works at Lucknow were being cannonaded by our guns. In a battery manned by the Naval Brigade, the sandbags caught fire. The enemy was firing heavily with musketry from a spot only fifty yards distant, but Edward Robinson, A.B., dauntlessly sprang on to the top of the battery, and extinguished the flames. He received a dangerous wound in doing so, but we feel certain he did not regret the price he paid for the Cross.

Life Saving Medals, &c.

Royal Humane Society's Silver Medal, presented to Lieut. Claxton, R.N., for saving life, 1838.
National Lifeboat Society's Silver Medal, presented to Lieut. G. Berry, R.N., for saving life, 1826.
Silver medal of the Royal Naval Training Ship.
Silver Medal presented by the Liverpool Humane Society to George Crossland, for saving life, 1845.
Silver Medal presented by the Marine Society to Edward Riley.
Silver Medal granted by the British Government for Arctic discoveries, to Commander Charles Forsyth, R.N.
Another, circular type, presented to Henry Winser, carpenter's crew of H.M.S. "Discovery."
Long Service and Good Conduct Medal of William IV., granted to M. Anderson, Royal Marines.
Another early type of "Victoria," granted to John Stacey, Quarter-Master on H.M.S. "Impregnable."
Another, later issue, to George G. Rogers, ship's cook on H.M.S. "Rapid."

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*963	Gilt "Nef."	Lent by Messrs. D. and J. Welby.
964	Silver "Nef."	Lent by George Hubbard, Esq.
*965	Silver Gilt "Nef."	Lent by Messrs. M. and S. Lyon.
966	Silver "Nef." On the sail is engraved the Royal Arms of Flanders and those of the Bouillon Family.	Lent by Walter Withall, Esq.
967	Sword surrendered at Trafalgar to Admiral Collingwood by the Captain of the "Santa Anna."	Lent by A. Burdett Collingwood, Esq.

**Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.*

968 Sword surrendered at the battle of Trafalgar by the French Admiral Villeneuve to Lord Collingwood, on the evening of the engagement.
Lent by Rev. Percy Barron.

969 Sword, in scabbard, used by Lord Collingwood at the Battle of Trafalgar. Lent by A. O. Collard, Esq.

970 Sword formerly belonging to Lord Collingwood.
Lent by Captain H. E. Purey-Cust.

971 Sword surrendered at the Battle of Trafalgar by the Spanish Rear-Admiral Don Cisneros, to Lord Collingwood, on the evening of the engagement. Lent by Rev. R. Percy Barron.

972 } Two Swords formerly belonging to Lord Collingwood.
973 } Lent by Captain H. E. Purey-Cust.

974 Presentation Sword given to commemorate the Dutch Garrison in Surinam, 1825. Lent by Hy. Wyndham, Esq.

975 Sword worn by Captain Cooke during the Battle of Trafalgar.
Lent by Major Dwarris Dwarris.

976 Dirk worn by Captain Cooke. Lent by Major Dwarris Dwarris.

977 Broken Lock Pistol worn by Captain Cooke.
Lent by Major Dwarris Dwarris.

*978 Sword with ivory grip, worn by Dutch officer.
Lent by A. R. Newman, Esq.

979 State Sword of Admiral Rodney. Lent by Rodney C. Baker, Esq.

980 Sword given to Admiral Sir Robert Smart by Lord Adolphus Fitz-Clarence, the son of King William IV., and had belonged to that Monarch. Lent by Lieut. R. C. Cator Smart

*981 Sword with ivory grip, worn by Dutch officer.
Lent by A. R. Newman, Esq.

982 State Sword belonging to Capt. Sir Thomas Byard, R.N.
Lent by Mrs. I. Byard Clayton.

983 Lieutenant's Sword, which belonged to Admiral Sir Robert Smart.
Lent by Lieutenant R. C. Cator Smart.

*984 Lieutenant's Sword. 1800. Lent by Thomas Davidson, Esq.

985 Sword presented to Admiral Lord Collingwood by the Duke of Clarence.
Lent by A. Burdett Collingwood, Esq.

986 Naval Sword, 18th Century. Lent by T. H. Babbage, Esq.

*987 Naval Sword, 18th Century. Lent by Thomas Davidson, Esq.

*988 Naval Sword, 18th Century. Lent by Thomas Davidson, Esq.

*989 Naval Cutlass, with ivory hilt, marked on scabbard: "Honour Est a Nilo, 24th October, 1808, and Fortitudint."
Lent by Miss Lea.

*990 Midshipman's Dirk. 1800. Lent by Thomas Davidson Esq.

991 Rapier in shark skin scabbard with steel mountings.
Lent by Mrs. Cornwallis Wykeham-Martin.

992 Sword with black scabbard and brass mountings.
Lent by Mrs. Cornwallis Wykeham-Martin.

993 Sabre with brass mountings and knot.
Lent by Mrs. Cornwallis Wykeham-Martin.

994 Dirk with brass mountings.
Lent by Mrs. Cornwallis Wykeham-Martin.

*995 Sword with ivory grip, worn by Dutch officer.
Lent by A. R. Newman, Esq.

996 Dirk picked up at the Battle of Badajos by Henry Peter Delmé, Esq.
Lent by Edgar Goble, Esq.

997 Silver Model of Yacht, "Kommodore II."
Lent by G. W. Watjen, Esq.

998 Trafalgar Vase, Silver Cup and Cover, inscribed: "From the Patriotic Fund at Lloyd's to Thomas Francis Fremantle, Esq., Capt. of H.M.S. "Neptune," for his meritorious services in contributing to the signal victory obtained over the combined fleets of France and Spain off Cape Trafalgar, on the 21st of October, 1805."
Lent by the Rt. Hon. Lord Cottesloe.

999 Silver Vase on pedestal, presented by the Corporation of the City of London to Captain (afterwards Rear-Admiral Sir Thomas) Louis, for services at the battle of the Nile, where he commanded the Minotaur.
Lent. by E. G. Louis, Esq.

**Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.*

1000 Silver Loving Cup, presented to Capt. Thomas Greenwood, of Lancaster, by the underwriters of Lloyds, as a testimony of respect for his services, having in the "William Ashton," 16—9pdrs., 25 men, on the 22nd August, 1810, engaged and beaten off a French corvette, 18—18pdrs., 125 men, after an action of one hour.
Lent by H. Greenwood Burr, Esq.

1001 Jubilee Challenge Trophy, Silver Model of the Imperial Yacht "Hohenzollern." Presented in 1898 by H.I.M. the German Emperor with the condition that it must be won twice by the same owner with the same yacht before becoming his absolute property. Won in 1902 and again in 1903 by "Cicely" schooner, 263 tons. Owned by the exhibitor. Lent by Cecil Quentin, Esq.

1002 Sword of Honour, presented by Lloyd's Patriotic Society to Capt. W. P. Cumby. Lent by Mrs. Anne Jane Pearson.

1003 Sword presented to Capt. J. Richards La Pénotière, of H.M. Schooner "Pickle," by Lloyd's Patriotic Fund, for bringing home the despatches from Trafalgar. Lent by Miss G. P. Graces La Pénotière.

1004 Sword presented to Capt. J. W. Maurice for the successful defence of the Island of Anholt, 1811. Lent by Rev. R. Percy Barron.

1005 Sword of Honour presented to Admiral Earl Howe, on the deck of the "Queen Charlotte" (his flagship) at Portsmouth, after the battle of the glorious 1st of June, 1794, by King George III.
Lent by Earl Howe, G.C.V.O.

1006 Sword of Honour, presented to Captain William Young, R.N., by the Captains of the Transports engaged in the Expedition to Egypt, under the command of Admiral Lord Keith, in the year 1801. Lent by Sir Frederick Young, K.C.M.G.

1007 Sword presented to Lieutenant Michael Head, R.N., by Lloyd's Patriotic Fund. Lent by The Rev. C. R. Dawes.

1008 State Naval Presentation Sword, with explanatory letter, presented to Capt. Coombe for his gallantry in defeating and capturing a French frigate. Lent by Percy E. Coombe, Esq.

1009 Presentation Sword inscribed upon the blade: "From the Patriotic Fund at Lloyd's, to Robert Moorsom, Esq., Capt. of H.M.S. "Revenge," for his meritorious services in contributing to the signal victory obtained over the combined Fleets of France and Spain off Cape Trafalgar on the 21st of October, 1805."
Lent by Lieut.-Col. Henry Moorsom.

1010 Gold Chain and Medal, presented to Earl Howe, at Portsmouth, by King George III.; boxes which contained the Freedom of the City of London and of Dublin; various "Earl Howe" medals and coins; seals, decorations, snuff box, and portions of wood from the ships America, Sans Pareil, Impétueux, Achille, etc.
Lent by Earl Howe, G.C.V.O.

1011 Lent by Captain H. E. Purey-Cust, R.N.
Collection of Collingwood Relics.
Trafalgar Gold Medal, with blue and white ribbon, inscribed: "Cuthbert Collingwood Esquire Vice Admiral and second in command on the 21 October MDCCCV. The combined fleets of France and Spain defeated."
St. Vincent Gold Medal, with blue ribbon, inscribed "Cuthbert Collingwood Esquire Captain of H.M.S. The Excellent on the 14th of Feb MDCCXCVII, The Spanish fleet defeated."
Gold Seal, three sided crystal.
1. Scotch thistle, motto "Dinna forget."
2. Retriever dog.
3. "England expects everything, men do your duty."
Heavy Gold Bracelet, with miniature of Lord Collingwood and hair of various members of the family apparently, with initials at the back.
Gold Chain Bracelet, with coronet and initials "N. L."
Gold Brooch with hair, at back "C.C. 1790."
Gold Brooch, with stones, hair in centre. At back, "Vice-Admiral Cuthbert Lord Collingwood died 7 Mar 1810 aged 61."
Four Gold Seals on ring.
Gold Mourning Ring with hair. On back "Vice Admiral Cuthbert Lord Collingwood died 7 March 1810 aged 61."

**Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.*

Gold Mourning Ring engraved "Jno. Collingwood Ar (?) ob 7 Jan 1844 aet 91."
Gold Mourning Ring with pearls and hair, engraved "Rich Brathwaite Esq. ob 28 June 1805 aet 80. Admiral of the white."
Gold and Enamel Mourning Ring, engraved "Patience Wise Stead died Aug 13 1838 aged 75."
Gold Mourning Ring with hair, engraved "M N C obt Aug 25th 1840 aet 19."
Brooch with stones and hair.
Locket with hair (hinge broken).
Gold Coronation Medal, George IV. July 19, 1821.

1012 Oak Snuff Box, mounted and lined with gold, with the following inscription engraved inside: "This box formed out of a timber of H.M. Ship "Hebrus." shot through before Algiers, 27th August, 1817, is most respectfully presented to Capt. Edmund Palmer by the officers who had the pleasure of serving under him on that memorable day." Lent by Miss Florence Palmer.

1013 Gold and Enamel Casket, in which was presented the Freedom of the City of London to Sir John Borlase Warren, Bart., K.B., 6th December, 1798, "For the very active vigilance he has shown during the present war, and especially for the victory obtained by a squadron of His Majesty's Fleet under his command off the coast of Ireland, over the French Fleet, with troops destined for that Kingdom to aid the spirit of rebellion unhappily existing there.
Lent by the Hon. Mrs. A. Anson.

1014 Shell Box mounted in gold, with inscription:—"Presented by the Emperor of Brazil to Capt. Davis, R.N., 1807."
Lent by Robert Day, Esq., F.S.A.

1015 Gold Naval Medal given to Capt. Henry Hope, of H.M.S. "Endymion," for capture of U.S. Frigate, "President," 15th January, 1815.
Lent by Charles Hope, Esq.

1016 Miniature, Sir John Borlase Warren.
Lent by the Hon. William Warren Vernon.

1017 Goblet, presented by the Emperor of Russia to Sir Robert Seppings.
Lent by Capt. H. S. Harrison.

1018 Diamond Ring, presented by the King of Denmark to Sir Robert Seppings. Lent by Capt. H. S. Harrison.

1019 Copley Gold Medal, 1818. Lent by Capt. H. S. Harrison.

1020 Art and Commerce Gold Medal, 1753. Lent by Capt. H. S. Harrison.

1021 Ring belonging to the late Admiral Sir Home Popham, with Arabic inscription engraved thereon. Lent by Mrs. C. Hyde Parker.

1022 Gold Snuff Box, given by officers of the wardroom, H.M.S. "Cornwall," 20th February, 1813, to Capt. J. Broughton (Sir John Glover's grandfather). Lent by Lady Glover.

1023 Seal of John Jarvis, Earl St. Vincent. The coat of arms and supporters are engraved on a cornelian. Given by the Earl to his great niece and co-heiress, Mrs. Palmer. Lent by Miss Laura Palmer.

*102-4 Oval enamelled Gold Snuff Box, presented by the City of London to Admiral Lord Collingwood, who took the command of the "Victory" when Lord Nelson was wounded. Lent by S. J. Phillips, Esq.

1025 Box, silver gilt, presented to Mr. Edw. Connolly, first mate of the brig, "Cambrian," by the officers of the 31st Regt., and the officers and passengers of the "Kent" East Indiaman, for his valuable assistance in rescuing the 554 passengers from the wreck of that vessel during its conflagration on the 1st of March, 1825.
Lent by Robert Day, Esq., F.S.A.

*102 Admiral Lord Howe. Miniature in lid of snuff box.
Lent by the Sussex Goldsmiths' and Silversmithso

1027 Gold Medal given to Capt. Edmund Palmer, of H.M.S. "Hebrus," for capture of "L'Etoile," French frigate.
Lent by Lieut.-Col. Edmund Palmer.

*102 Snuff Box, with miniature of a Naval Officer, signed J.S., 1803.
Lent by the Sussex Goldsmiths' and Silversmiths' Co.

102 Tortoiseshell Snuff-Box, formerly belonging to Admiral Lord Collingwood. Lent by the Corporation of Brighton.

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1030 Silver Vase, presented by the Nation to the late Mrs. Cooke, widow of Capt. John Cooke, who was killed at the Battle of Trafalgar, commanding H.M.S. "Bellerophon." Lent by the Misses Rolles.

1031 Curious old Silver Snuff Box commemorative of the victory of the English Fleet under Admiral Hyde Parker, over the Dutch, in 1781 at the Dogger Bank, in the North Sea. The box, which represents the Dutch Fleet, with names of the ships engaged, is said to have been engraved by a naval prisoner after the engagement with his clasp knife. Lent by Colonel R. Parry Nisbet.

1032 Silver Snuff-Box, with inscription on lid, which belonged to Earl St. Vincent. Lent by Mrs. Willis Bund.

1033 Gold shield-shaped plate, with massive chain, and Boatswain's Whistle, all of fine gold; the shield inscribed: "A present from the Ship's Company of H.M.S. "Tribune" to Mr. John Mair, Boatswain, 1805." Lent by Robert Day, Esq., F.S.A.

1034 Gold Box, with the freedom of Cork, presented to Admiral Lord Rodney, September 16th, 1782. The box is the work of Wm. Reynolds, Goldsmith, Cork. It is engraved with the arms of the City, beneath a naval crown, with a trophy of arms in the background, and at each side a French prisoner of war, manacled. Lent by Robert Day, Esq., F.S.A.

Collection of Medals, etc., lent by Colonel R. Gascoigne.

1035 Early English Medals from the time of Cromwell until 1793; Naval Rewards of Charles II.; Medal for Louisbourg, and others.

1036 } English Naval Medals from 1793 to 1840, including many very rare
1037 } clasps for frigate, and small squadron engagements in the old French "Mars."

1038 Naval Medals from 1840 up to the present date, commencing with the Burmese War, 1840, up to the present time.

1039 Decorations of Honour to officers and men of Royal Navy; life-saving medals to officers and men of the Royal Navy, and also life-saving medals to officers and men of the Mercantile Marine.

1040 Snuff Box, presented by the officers 35th Regiment on board H.M.S. "Audacious" to Capt. Campbell, 1814.

1041 Silver Box, presented by the City of Cork to Ephraim Cook, Esq.

1042 Medal to commemorate burning of "The Kent," East Indiaman, 1825.

1043 Medal to commemorate destruction of the Spanish Fleet by the Dutch, under Van Tromp, 1639.

1044 Medal to commemorate raising of a sunken treasure ship 1687.

1045 Medal to commemorate wreck of "Samaritano," 1680.

1046 Humane Society's Medal of Massachusetts, 1877, to C. Harvey, boatswain of a British barque, for saving crew of an American schooner.

Collection of Medals, Orders, Decorations, etc., lent by Robert Day, Esq., F.S.A., M.R.I.A., etc.

1047 Boulton's Silver Medal for Trafalgar.

1048 Medals of Capt. W. J. T. Hood, R.N.: 1. Naval general service, with clasps for "Trafalgar" and "Gaeta," 24th July, 1815. 2. Gold Vulcan medal for improvements in Naval Quadrants, and three other silver medals from the Society for promoting Arts and Commerce. 3. For his floating bridge, 1828. 4. For an improved rocket staff, 1830. 5. For his improved ice saw, 1827.

1049 Four medals of Lieut. J. G. Robins, R.N.: 1, China, 1842. H.M.S. "Apollo." 2, Silver gilt medallion. Royal Humane Society, 1830. 3, Gold life saving medal of Louis Philippe I., King of the French, 1838. 4, Silver medal of the Royal National Lifeboat Institution, for putting off in a boat and gallantly saving the master and crew of 24 men and one female, from the ship "Brunswick," wrecked near Hurst Castle, Hampshire, 1840.

1050 Decorations (5) of Lieut. H. Knolles, K.T.S., R.N.:—Naval for St. Sebastian; Gold Order, Tower and Sword; Gold Order, "Windsor Castle," set with brilliants; Silver Order of Fidelity, King John VI. of Portugal; Gold Medal, Friendly Knot.

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1051 Two Medals of Surgeon W. H. Banks, R.N.:—Naval general service medal, with clasp for "Boat service, 29th July, 1809," "Capture of six gun boats." Silver medallion of the Royal Humane Society, 1805.

1052 Silver Nelson medal, 1805, "Ipse. Belli. Fulmen."

1053 White Metal Memorial Medal of Trafalgar, 1805.

1054 Gold Medal of the Royal National Lifeboat Institution. Presented to Sir William Hillary, Bart. The Royal Mail Steampacket, "St. George," commanded by Lieut. Tudor, R.N., was totally wrecked on St. Mary's Rock, in Douglas Bay, Isle of Man, on the 20th November, 1830, when 22 persons, being all on board, were rescued at extreme hazard by Sir William Hillary, Bart., accompanied by Lieut. Robinson, R.N., William Corlett, his veteran coxswain, Isaac Vondy, and fourteen Volunteer boatmen in the Douglas lifeboat, on which occasion Sir William was washed overboard amongst the wreck, and was with difficulty saved, having had six ribs fractured; he was otherwise much hurt. The Institution's gold medal was voted to Sir William Hillary and Lieut. Robinson, and the silver medal to William Corlett and Isaac Vondy, along with £21 to the crew. Sir William was one of the founders of the Institution in 1824, and performed several gallant services in the saving of lives from shipwreck, notably on four occasions. Only four gold medals have been issued, of which this is one.

1055 Nelson Pewter Medal. Trafalgar. "The Lord is a man of war."

1055A Silver Gilt Nile Medal. Davies, H.M.S. "Vanguard."

1056 Naval Silver Gorget, Crown Anchor G.R.

1057 Group of Medals of Lieut. Charles Wells, Bombay Marine:—1. Army of India medal for Ava, with miniature medals. 2 and 3. Silver gilt medallion of H.R.H. the Duke of Clarence, inscribed upon the edge "Presented by H.R.H. William Henry, Duke of Clarence, to Lieut. Charles Wells, I.N." (Indian Navy).

1058 Case containing Gold Medal of Pope Innocent the Eleventh, with miniature of Capt. William Allen, commanding His Britannic Majesty's ship, "Bonaventure," presented to him on the occasion of his convoying a fleet laden with wheat for the supply of the subjects of his Holiness. On his return from that service he was killed in action, when the command devolved to his eldest son, Bennett Allen, aged 18, his first lieutenant, who, for his skill and bravery, was promoted at the age of 21 to Post Captain. Also, the Naval General Service Medal, with clasp for "Boat Service, 7th July, 1809," of his descendant, Lieut. Charles Allen, who died a Captain, R.N., 1853, aged 74. (This is abbreviated from a fuller account engraved on a silver gilt plate in the cover of the case).

1059 Medals (3) of Commander Silas Thomson Hood (only brother of Capt. W. J. T. Hood), with three clasps: "Basque Roads, 1809," "Boat Service, 18th September, 1812," "Boat Service, 6th January, 1813." With this is an engraved medal of the "Bacchante," of which in 1813 he was first lieutenant. On board this frigate in two years he assisted in making 1,000 prisoners, in capturing 27 National Gun vessels, 87 sail of merchantmen, and 1 privateer. In 1814 he witnessed the reduction of the Fortress of Cattaro. See reverse of "Bacchante" medal, and a siege piece of Cattaro.

1060 5 Medals of Lord Ed. Russell (Navarino, Sebastopol, Medjidie, Bath and Legion of Honour). Lent by Rev. E. F. Russell.

1061 Medals of the late Col.-Sergt. Pretty-John, V.C., R.M.L.I. Lent by the Officers' Mess, R.M. Barracks, Plymouth.

1062 Six Framed Autographs of the following naval commanders, acknowledging receipt of Freedom of the City of Bristol:—1782, Lord Rodney; 1782, Earl Howe; 1783, Lord Hood; 1806, Lord Collingwood; 1797, Lord Duncan; 1797, Sir John Jarvis. Lent by the Corporation of the City of Bristol.

1063 Miss Collingwood, daughter of the late Lord Collingwood. Lent by J. A. Phillipson, Esq.

1064 Admiral Lord Collingwood. Lent by J. A. Phillipson, Esq.

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1065 Miss Collingwood, Daughter of the late Lord Collingwood.
Lent by J. A. Phillipson, Esq.
1066 Lord Collingwood's Telescope. Lent by Charles Lean, Esq.
1067 Copy of "Times," date November 7, 1805, with despatch of the Admiral Collingwood after Trafalgar. Lent by Miss Edith Hook.
1068 Book. "Personal Narrative Events from 1799 to 1815." By the late Vice-Admiral William Stanhope Lovell, R.N., K.H.
Lent by Lady Harpur Crewe.
1069 Medal, in bronze, to commemorate the Battle of the Nile, 1st August, 1798 Lent by Lady Harpur Crewe.
1070 Gilt Dirk which belonged to a Spanish Admiral's son, Don Baltazar Cisneros, on board the "Santissima Trinidada," at the Battle of Trafalgar, 21st October, 1805. Lent by Lady Harpur Crewe.
1071 Medal, in silver, to commemorate the Battle of Trafalgar, given by an English merchant, Mr. Boulton. These were issued in gold, silver, and white metal. Lent by Lady Harpur Crewe.
1072 Medal, in silver, issued to commemorate the Battle of Trafalgar, by Queen Victoria. Lent by Lady Harpur Crewe.
1073 Prayer Book, published 1795, belonging to the late Vice-Admiral William Stanhope Lovell, containing note in writing:—"This book was with me at the Battle of Trafalgar, 1805.—W. S. Lovell."
Lent by Lady Harpur Crewe.
1074 Casket made in oak. The design of the setting, a sea, crown, etc., holding bronze medal, and a scroll carving, with motto on the front, are pieces of wood from H.M.S. "Victory," given by the late Admiral E. Harding to the Dowager Lady Harpur Crewe, daughter of the late Vice-Admiral William Stanhope Lovell. Midshipman W. Stanhope Badcock, on board H.M.S. "Neptune," at the battle of Trafalgar, 21st October, 1805. Lent by Lady Harpur Crewe.
1075 Lord S. Vincent in old age. (Engraving.)
Lent by Mrs. Percy Smith.
1076 Miniature of Lord Collingwood, presented to Captain Thomas, R.N.
Lent by Lady Wilson.
1077 } Inkstand and Blotting Book used in writing the despatch of Trafalgar.
1078 } Lent by Lady Wilson.
1079 Barometer that hung in Lord Collingwood's Cabin.
Lent by Lady Wilson.
1080 Autograph Letter of Admiral Lord Collingwood. Lent by Dr. Hayes.
1081 Letter from Admiral Lord Collingwood to his wife.
Lent by Dr. Hayes.
1082 Teapot presented to Mr. P. M. Johnson, Boatswain H.M.S. "Achilles," by Lieut. P. Pauly the night before the battle, he having a presentiment that he would be killed the following day, which he was, while standing side by side with Mr. Johnson on the forecastle.
Lent by Lieut. F. I. M. Johnson, R.N.
*1082A Ivory-handled Dirk, marked "Cullen, King's Cutler, London." Used at Trafalgar. Lent by John Day, Esq.
1083 "The Times," giving account of the battle of Trafalgar.
Lent by Samuel Ernest Yelland, Esq.
1084 Autograph envelope of Lord St. Vincent.
Lent by Commander Walter Carey, R.N.
1085 Copy of Adm. Collingwood's General Order of Thanks to the Fleet after the victory of Trafalgar and the death of Lord Nelson, sent to the Commanding Officers of all the ships engaged.
Lent by Lady Longmore.

1086 *Collection of Gold, Silver, and Bronze Naval Medals and Relics lent by Edward Ernest Needes, Esq.*

THE NAVAL GENERAL SERVICE MEDAL GRANTED 1ST JUNE, 1847, FOR SERVICES BETWEEN 1793 AND 1840.

One clasp, 1st June, 1794. Wm. Hy. Dickson, afterwards commander, and founder of the Royal Naval School.
Two clasps: 1st June, 1794; 23rd June, 1795. John Debenham, Midshipman, rose to rank of Commander."

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One clasp, St. Vincent. Wm. Vaughan. This man actually served as A.B. on Nelson's ship, the "Captain."
One clasp. Camperdown. Joseph Candy, served as a boy on H.M.S. "Bedford," lost one leg and the calf of the other, but lived till 1859.
One clasp. San Fiorenzo, 8th March, 1797. John Brookman, Seaman. Only twelve medals issued with this clasp.
One clasp. Nile. Richard Trick, served as A.B. on H.M.S. "Audacious."
One clasp. Copenhagen, 1801. R. Rouse, 2nd Lieut., R.M., served on H.M.S. "Glatton."
One clasp. Gut of Gibraltar, 12th July, 1801. James Jennings.
One clasp. Trafalgar. Richard Bennett, served as marine on board H.M.S. "Victory."
One clasp. Java. James Bristow, served as a seaman on H.M.S. "Modeste."
One clasp. The Potomac, 17 August, 1814. William Dufton, served as a marine on H.M.S. "Seahorse." Only 111 medals issued with this clasp.
One clasp. Algiers. John Mackenny.
One clasp. Syria. R. Duncan, Lieut., R.N. Distinguished himself leading Turkish troops on land.
One clasp. Navarino. John Winter.
Two clasps. Trafalgar. St. Sebastian. John Seddan.
Two clasps. Algiers, Navarino. William Tills, mate, served on H.M.S. "Asia," at Navarino.
Three clasps. Trafalgar, St. Domingo and Boat Service, 14 December, 1814. Edward Moore.

Group of Three Medals.

China 1842, China 1842, and New Zealand 1845-46. John Quin, H.M.S. "Samarang" and "Hazard." A remarkable instance of the issue of two medals for one campaign to the same recipient, presumably caused by promotion from one ship to another.

Group of Three Medals.

N.G.S. Two clasps. St. Domingo, Algiers, China 1842. L.S. and G.C. William IV. type. John Debenham, showing active service for 36 years.

Group of Three Medals.

Group of three medals. Army of India, one clasp, Ava. China 1842. Naval L.S. and G.C. Thomas Reed, H.M.S. "Champion," "Jupiter," "Collingwood."

Army of India, one clasp, Ava. C. Dryden, Armourer's mate.

New Zealand Wars, 1845 to 1866.

Without date. A.B. H.M.S. "Esk."
Date 1845-1847. Ordinary Seaman, H.M.S. "Racehorse."
Date 1846—1847. A.B. H.M.S. "Calliope." Rare date.
Date 1860—1861. A.B. H.M.S. "Pelorus."
Date 1863—1864. Gunner's mate. H.M.S. "Curacoa."
Date 1863—1865. Ship's cook H.M.S. "Eclipse." Rare date to the Navy.
Date 1865. O.S. H.M.S. "Eclipse." Very rare to the Navy.

Medal for Arctic discoveries. Dated 1818—1855.
Medal for Arctic discoveries for the expedition under Sir G. Nares, 1875—1876.
Military General Service. One clasp, Guadaloupe (1810) C. Abbott, Captain, R.M. Curious as being issued to an officer of the Marines.
Abyssinian Medal, 1868. Gunner H.M.S. "Spiteful."
South Africa, 1853. Purser and paymaster.
Punjab, 1848—9. Issued to a native stoker, Indus Flotilla.
Indian Mutiny 1857—58. Two clasps. Relief of Lucknow and Lucknow. Ordinary seaman, "Shannon."

Indian General Service Medals.

One clasp. Pegu. J.W.T., Captain, H.M.S. "Fox." Distinguished in the campaign.
One clasp. Persia. A.B. "Winchester."
One clasp. Perak (1874). Stoker H.M.S. "Charybdis."
One clasp. Perak (1876). A.B. H.M.S. "Modeste."
One clasp. Burma 1885—7. A.B. H.M.S. "Ranger."

Crimean Medals.

One clasp. Azoff, 1st Engineer, H.M.S. "Weser." Name and ship indented on edge, which is very unusual.
One clasp. Sebastopol. Chief Boatswain's Mate.
Two clasps. Balaclava, Sebastopol. Pte., R.M., H.M.S. "Albion."
Two clasps. Inkermann, Sebastopol. Wm. Pepper, A.B.
Two clasps, Azoff, Sebastopol. No name.
Three clasps, Balaclava, Inkermann, Sebastopol.
Baltic medal. 1st Cl. Ass. Engr. H.M.S. "Bulldog."
Turkish Medal for Crimea.

Medals for China, 1857–60.

One clasp. Canton, 1857. Stoker, H.M.S. "Sans Pareil."
One clasp. Taku Forts, 1858. No name.
One clasp, Taku Forts, 1860. H.M.S. "Chesapeake."
Two clasps. Fatshan, 1857, Canton, 1857. Seaman H.M.S. "Sybille."
Two clasps. China 1857, Taku Forts 1858. No name.
Four clasps. China 1842, Fatshan 1857, Canton 1857, Taku Forts 1858. No name.

Medals for South Africa, 1877–79.

One clasp, 1877-8. S. Steward Asst., H.M.S. "Active."
One clasp, 1877-8-9. A.B., H.M.S. "Active."
One clasp, 1879. Signalman 3rd Cl., H.M.S. "Forester."

Egyptian War Medals, 1882–1888.

One clasp. Alexandria, 11th July. S. Steward, 3rd Class, H.M.S. "Condor." The gunboat so distinguished in the bombardment.
One clasp. Tel-el-Kebir. Private, Royal Marines.
One clasp. Suakin, 1884. Stoker, H.M.S. "Carysfort."
One clasp. El-Teb-Tamaai. Armourer, H.M.S. "Sphinx."
One clasp. Tamaai. Private, Royal Marines.
One clasp. Suakin, 1885. Corporal, Royal Marine Artillery.
One clasp. Gemaizah 1888. Stoker H.M.S. "Starling."
Two clasps, Suakin, 1884, El-Teb. Captain M. Top, H.M.S. "Carysfort."
Khedive's Star, 1882.
Khedive's Star, 1884.
Khedive's Star, 1884-6.
Khedive's Star, undated.

West African Medals.

One clasp. Witu, 1890. H.M.S. "Turquoise."
One clasp. 1891-2. H.M.S. "Widgeon."
One clasp. Juba River, 1893. H.M.S. "Blanche." Only forty issued.
One clasp. Lake Nyassa, 1893. H.M.S. "Pioneer." Only a few issued to the Navy.
One clasp. Benin River, 1894. H.M.S. "Philomel."
One clasp. Brass River, 1895. H.M.S. "Thrush."
One clasp. Benin, 1897. H.M.S. "St. George."
One clasp. Sierra Leone, 1898-99. H.M.S. "Blonde."

Ashantee War, 1873-4. Without clasp. H.M.S. "Victor Emmanuel."
Ditto, with clasp. Coomassie. H.M.S. "Active."
Boer War. One clasp. Natal. H.M.S. "Terrible."
Bronze gilt proof of the large gold medal for 1st June, 1794, and subsequent victories. In all 23 medals of this size were issued. Lord Nelson received two for St. Vincent and the Nile respectively, and a third was handed to his family for Trafalgar.

Long service and good conduct, William IV. type. Robert Brady, Ship's Corporal, H.M.S. "Vanguard," Nelson's celebrated ship.
Victorian Long Service Medal. H.M.S. "Asia."
Bronze proof of the William IV. medals for long service and good conduct.
Chichester Training Ship medal for good conduct.
Ditto on return from second voyage.
Marquis de Leuville's Medal of Admiration for Seamanship, to H.M.S. "Calliope."
Gold Medal given by the Sultan of Turkey for operations in Egypt, 1801. Second size.
Pewter medal for the opening of Nelson's Column, Trafalgar Square, 1844, presented to one of his old seamen on that occasion.
Silver badge of Queen Elizabeth, for the Spanish Armada. An 18th century copy of the original.
An electrotype of a similar medal, but with the "Ark in Flood" reverse.
The Victoria Cross unnamed. This decoration is worn with a blue riband in the Navy.
Trafalgar. An original silver specimen of the medal, given by Mr. Matthew Boulton, of Soho, Birmingham, at his own expense to every officer and man present at the action. Captains had silver medals, and junior officers and men pewter.
Ditto in pewter, framed and glazed for preservation, and engraved in the field with recipient's name. John Butt.
Ditto, preserved in an old papier-mache frame, made specially.
Pewter medal, with gilt metal rim, for Trafalgar. It is surmised that this medal was given to the crew of the "Victory" only, by Nelson's old friend, Mr. Alexander Davison.
Another specimen, evidently having been made to wear at one time as a brooch.
Royal Humane Society's Medal, awarded to a seaman (bronze).
Board of Trade Medal. Wreck of SS. "Glamorgan," 1883.
Order of the Medjidie, given by the Sultan of Turkey to officers, naval and military, for services in the Crimea and Egypt.
Sultan's Medal for St. Jean d'Acre, 1840. Bronze.
Ditto, silver.
Marine Society's Medal for Merit.
Medal for China, 1842. H.M.S. "Herald."
Silver Medal, Royal Naval Branch National Temperance Association. Instituted aboard H.M.S. "Reindeer," 1868.
Bronze proof Crimean War Medal, officially punched in the edge. Captain's dog, H.M.S. "Leopard."
Bronze gilt medal for Petty Officers, for Nelson's victory of the Nile. Framed and glazed, engraved Thos. Tichbon, H.M.S. Theseus," 1798.
Silver medal Local Force, Victoria (Australia), for Long and Efficient Service. 1st Cl. P.O. Victoria Naval Brigade.
The East India Company's Medal for Burma, 1824-6, given to the Irrawaddy Naval Force, as well as to their troops.
The Legion of Honour, given to some Naval Officers in the Crimea.
The Order of the Medjidie, 5th Cl. for Egypt, 1882-8.
Davison's Medal in bronze, for the Nile, 1798.
Large silver medal of Charles II., given as a reward to the Naval Commanders for distinguished conduct in battle.
Plated badge for Greenwich College.
Eight varieties of Vernon Medals for Portobello, Carthegena and Fort Chagre.
A wax medallion portrait of Earl St. Vincent, framed.
A brass medallion portrait of Lord Nelson.
A Baxter oil print of Nelson, framed as a miniature.
A coat button, with figure of Admiral Vernon, made at the time of his extraordinary popularity for the taking of Portobello, 1739.
Sudan Medal (Dongola Expedition, 1896); P.O. 2nd cl., H.M.S. "Melita."
Canadian Medal, one clasp. Fenian Raid, 1866. Ordinary Seaman, H.M.S. "Pylades." This medal was authorised in 1899—33 years after service.
China, 1900, without clasp. Ordinary Seaman, H.M.S. "Centurion."

Earl St. Vincent. Testimony of approbation, 1800. Presented by the Earl to men of his ship "Ville de Paris," for their conduct during the Mutiny at the Nore.

Seven commemorative portrait medals on velvet shield.
1. Admiral Vernon. Taking of Portobello, 1739. White metal.
2. Lord Howe. Off Ushant, 1st June, 1794. Bronze.
3. Lord Bridport. Off L'Orient, 23rd June, 1795. Bronze.
4. Admiral Duncan. Camperdown. 11 Oct., 1797. Bronze.
5. Sir Richard Onslow, second in command at Camperdown. Bronze.
6. Sir J. B. Warren, off Tory Island, Oct. 12, 1798. Bronze.
7. Lord Nelson, on his death, 21 Oct., 1805. Bronze gilt.

Thirteen commemorative medals on velvet shield.
1. Battle of La Hogue. May 1692. Busts of William III. and Mary. Silver.
2. Capture of Vigo. 12 Oct., 1702. Bust of Queen Anne. Silver.
3. Capture of Vigo. Silver, Victory and trophy of arms.
4. Capture of Gibraltar, 24 July, 1704. Bust of Queen Anne. Bronze.
5. Capitulation of Barcelona, 1705. Bust of Queen Anne. Silver.
6. Byng's victory off Cape Passaro, 11th August, 1718. Bust of George I. Silver.
7. Talbot and Morecock capture two Spanish ships, and £800,000 treasure. 10 July, 1745. Bronze.
8. Hawke's victory, off Belle Isle (Quiberon Bay). Nov. 20, 1759. Bronze.
9. Bronze medal, commemorating victories of 1758-1759.
10. Silver Nelson medallet. St. Vincent.
11. Silver Nelson Medallet. Aboukir.
12. Silver Nelson medallet. Copenhagen.
13. Silver Nelson medallet. Trafalgar.

Seven commemorative portrait medals, on velvet shield.
1. Lord Anson, victory off Finistere. 3 May, 1747. Silver.
2. A similar medal in bronze.
3. Admiral Boscawen. Capture of Louisburg, 1758. Brass.
4. Admiral Keppel. Bronze.
5. Sir Wm. Sidney Smith. Bronze. Defender of Acre, 1799.
6. Lord Exmouth. Bombardment of Algiers, 1816. Pewter.
7. Captain Cook, the circumnavigator. Bronze.

Pewter medal. Defence of Gibraltar, 1783.
Abercrombie. Helder Point taken. 27 Aug., 1799. Bronze.
Abercrombie. Egypt. 21 March, 1801. Bronze.
Earl Spencer, 1st Lord of the Admiralty, 1795.
H.R.H. Duke of Clarence, High Admiral, 1827. Bronze.
Horatio Nelson. Silver medal, by Abramson.
A similar medal in iron.
A brass medal on the loss of Minorca by Admiral Byng. 1756.
A brass medal on the acquittal of Admiral Keppel. 11 Feb., 1779.

1087 Coat worn by the late Admiral Sir Charles Napier, K.C.B. Lent by Mrs. E. Napier Jodrell.

1088 Cocked Hat worn by the late Admiral Sir Charles Napier, K.C.B. Lent by Mrs. E. Napier Jodrell.

1089 Sword formerly belonging to Admiral Sir William Domett. Lent by Mrs. Gerhard.

1090 Coat worn by the late Admiral Sir William Domett. Lent by Mrs. Gerhard.

1091 Parchment conferring the Freedom of the City of Cork upon the late Admiral Sir William Domett, K.C.B. Lent by Mrs. Gerhard.

1092 Admiral Sir William Domett's Seal and Snuff Box. Lent by Mrs. Gerhard.

1093 } Admiral Sir William Domett's Pistols. Lent by Mrs. Gerhard.
1094 }

1095 Silver Badge formerly worn by Admiralty Bargemen (hall-marks: London, 1734-7). Lent by the Society of Antiquaries of London.

1096 Twenty-two casts of seals illustrating types of shipping from the 13th to the eighteenth century:—Boroughs of Dunwich, Haverfordurst, Portsmouth, Sandwich, Dover, City of Bristol, Borough of Hythe, Hastings; Edward, Earl of Rutland, High Admiral, 1395; John, Earl of Huntingdon, High Admiral, 1415; Sub-Admiral of England; Kingston-on-Hull Admiralty, 1447; Richard, Duke of Gloucester, Admiral,

1469; Arthur, Viscount Lisle, Vice-Admiral, 1525; Boston Admiralty, 1573; Michael Stanhope, Vice-Admiral for Suffolk; Charles, Lord Howard of Effingham, 1585; John Bassett, Vice-Admiral of North Coast of Cornwall; King's Lynn Admiralty, James I.; James, Duke of York, Lord High Admiral, 1661; High Court of Admiralty, Queen Anne; High Court of Admiralty, 1702.
Lent by the Society of Antiquaries of London.

1097 Bronze Medal, "To the Heroes of Trafalgar," by Mathew Boulton.
Lent by Mrs. L. M. Manning.

1098 Bronze Medal bearing heads of Admiral Vernon and Commodore Brown, who, "with six ships only," took Porto Bello, 1739.
Lent by Dr. Hayes.

1099 Brass Medal to commemorate Admiral Vernon's victory at Porto Bello with six ships. Date November 22nd, 1739.
Lent by W. Smith Wood, Esq.

1100 Bronze Medal to commemorate Admiral Vernon's victory at Porto Bello, but with quite different markings.
Lent by W. Smith Wood, Esq.

1101 Facetious Medal commemorative of the Excise Duty, with Admiral Vernon on one side of it. Lent by W. W. Smith Wood. Esq.

1102 Copper Medal, formerly the property of Archibald Hutton, of Kinghorn, Fife, Captain's Carpenter, who served under Captain Hardy.
Lent by Campbell Mackay, Esq.

1103 Decoration of the 3rd Class of the Military Order of William, conferred by the King of the Netherlands on Capt. Wm. Paterson, commanding H.M.S. "Minden" for his services at the Bombardment of Algiers.
Lent by Col. H. Paterson.

1104 War Medal and 2 Clasps, Algiers and Navarino.
Lent by Lieut. R. C. Cator Smart.

1105 Lloyd's Meritorious Medal. Lent by the Committee of Lloyd's, E.C.

1106 Lloyd's Silver Medal for saving life at sea.
Lent by the Committee of Lloyd's, E.C.

1107 Lloyd's Bronze Medal for saving life at sea.
Lent by the Committee of Lloyd's, E.C.

1108 Gold Cross. Presented by the late King of Portugal to the late Colonel Allan, of the 81st Regiment, in command, in recognition for his bravery in the saving of lives from the burning Troop-ship "Eastern Monarch," 1859. The officers and men were principally invalids from India, and belonged to various regiments. Lent by Mrs. E. R. Allan.

1109 Naval Gorget. Lent by Randolph Berens, Esq.

1110 Gold Medal (plaster cast) of Sir William Sidney Smith, K.C.B., and Bronze Medal of the reverse. Lent by Miss Edith Hook.

1111 Bronze Medal, Royal Humane Society, 1888. Lent by James Baird, Esq.

1112 { Long Service and G.C. Medal. Lent by James Baird, Esq.
{ Perak Expedition, 1875-76. Lent by James Baird, Esq.

1113 Decoration of Companion of the Most Honourable Military Order of the Bath, conferred on Capt. Wm. Paterson. commanding H.M.S. "Minden," at the Bombardment of Algiers. Col. H. Paterson.

1114 Silver Trafalgar Medal of Thomas Goble, issued in 1848 to commemorate the action. Lent by Edgar Goble, Esq.

1115 Bronze Medal, struck in commemoration of the seizure and deportation of Napoleon Bonaparte to St. Helena, and containing on the obverse side his protest at the perfidy of the English Government in taking him prisoner on board the "Bellerophon." Under the writing a small view of H.M.S. "Bellerophon" and St. Helena in the distance. Inverse, Head of Napoleon.
Lent by the Countess Hoyos.

*1116 Silver Medal of Sir Richard Strachan's action, awarded to R. A. Newman, 4th November, 1805. Lent by A. R. Newman, Esq.

*1117 Silver Medal of the Royal Humane Society, awarded to Lieut. R. A. Newman, R.N., 22nd January, 1846.
Lent by A. R. Newman, Esq.

*1118 Copper Gilt Medal of the Battle of the Nile, awarded to B. Bowden, 1st August, 1798 Lent by A. R. Newman,

*1119 An Earl Howe Farthing of "The Glorious First of June, 1794."
Lent by Thos. Ayling, Esq.

**Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.*

1120 Medal commemorative of the erection of the Nelson Monument, 1843. Lent by Captain T. W. Gunton.

*1121 Bronze Nile Medal, inscribed: "Rear-Admiral Lord Nelson, of the Nile, Europe's Hope and Britain's Glory." Lent by Messrs. Collingridge Bros.

1122 Silver Medal. Obverse, bust of George IV., around which the words, "Royal National Institution for the preservation of life from shipwreck," and, between them and the bust, "George the Fourth, Patron," 1824. Reverse, three figures in a boat rescuing a man from the waves, with legend "Let not the Deep swallow me up." Incised round edge, "Sir William Hillary, Bart., V.P., original projector of this Institution, on the obverse very small, W. Wyon. Mint. Lent by Lieut.-Col. A. C. E. Welby, M.P.

1123 Gold Medal, with ribbon, given for Battle of St. Vincent, with the following inscription: "George Henry Towry, Esquire, Captain of H.M.S. 'Diadem,' on the 14th Feb., 1797. The Spanish Fleet defeated." Lent by Lord Ellenborough.

1124 Copper Medal in commemoration of the Battle of the Nile. Lent by E. G. Younger, Esq.

1125 Richard Weaver's Medal for the Battle of the Nile. Lent by W. C. West, Esq.

1126 Gilt Medal, Battle of the Nile, 1798. Lent by James Baird, Esq.

1127 Cross of Hanoverian Guelphic Order, K.H. Lent by Lieut. R. C. Cator Smart.

1128 Order and Star of Knight Companion of the Bath. Lent by Lieut. R. C. Cator Smart.

1129 Cross of Red Eagle of Prussia. Lent by Lieut. R. C. Cator Smart.

1130 Gold Medal presented to Mr. Thos. Hordia as a token of regard by Alex. Davison, Esq. Lent by A. C. Hardie, Esq.

1131 Medal of Lord Nelson to commemorate the Battle. Profile on one side and Battle of Trafalgar on the other. Lent by Edgar Goble, Esq.

1132 Silver Gilt Medal, commemorating victory of Nile. From Alex. Davison, a "Tribute of regard." Lent by Edgar Goble, Esq.

1133 Old Trafalgar Medal to commemorate the action, found in an old house, Portsea. Lent by Edgar Goble, Esq.

1134 Silver Medal presented to the Quartermaster of the "Victory." Lent by T. G. Middlebrook, Esq.

*1135 Bronze Nile Medal, inscribed: "Almighty God has blessed his Majesty's Arms, Victory of the Nile, August 1, 1798." Lent by Messrs. Collingridge Bros.

1136 Specimen Gold and Silver Medals that are awarded for saving life by the Shipwrecked Mariners' Association. Lent by the Shipwrecked Fishermen and Mariners' Society.

1137 The first half-crown subscribed to the above Society. Lent by the Shipwrecked Fishermen and Mariners' Society.

1138 Life-Saving Medal voted to Joshua Chard, 8th January, 1852. A fisherman of Sizewell, Suffolk, who built his own boat, wherewith he saved many lives. A small pamphlet has been published describing the brave deeds of this "Suffolk Hero." Lent by Mrs. Marsden.

1139 Life-Saving Medal, presented by the Norwegian Government to James Hide, junior, 28th December, 1845. An Eastbourne boatman for saving lives off Beachy Head. Lent by Mrs. Marsden.

1140 Life-Saving Medal, subscribed for and presented to Wm. Breckenridge for heroic efforts in saving life at the wreck of the "Chusan," in Ardrossan Harbour, 21st October, 1874. Lent by Mrs. Marsden.

1141 Boat service, 17th December, 1812. Robert Beins. The date is an error, as there is no record of a boat action, but the Medal is genuine and untampered. Lent by Mrs. Marsden.

1142 Medal for Long Service and Good Conduct. Robert Naylor, H.M.S. "Northumberland." Lent by Mrs. Marsden.

1143 Abyssinian Medal, R.M., H.M.S. "Satellite." Lent by Mrs. Marsden.

1144 Large Bronze Medal. John Paul Jones, Privateer, 1789. Lent by Mrs. Marsden.

**Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.*

1145 Bronze Medal, Sir J. Borlase Warren, Bart., K.B. Brest Squadron defeated off Tory Island, 12th October, 1798.
Lent by Mrs. Marsden.

1146 Bronze Medal. Sir J. Borlase Warren, Bart., K.B. Rear-Admiral of the Blue. Attacked and defeated the French Squadron off the Coast of Ireland, 12th October, 1798. Lent by Mrs. Marsden.

1146A Bronze Medal, presented by the Lords of the Admiralty, 1840. G. R. Green saving 80 officers and men without food for two nights and one day. Lent by T. G. Middlebrook, Esq.

1147 Sextant belonging to Vice-Admiral Sir Edward Codrington, K.C.B., and used by him at the Battle of Navarino.
Lent by the Hon. Mrs. Codrington.

1148 Webley Revolver, smashed by a bullet in the Benin River Expedition, 1894, wounding the officer of the Niger Coast Protectorate Force, who was firing it. Lent by Capt. Scaife.

1149 Writing Desk, once the property of Lieut. Dunn, of H.M.S. "Victory," and was on board of her with him in the battle of Trafalgar. There are two drawers at the side, and a secret drawer under stamp ledge. Lent by the Rev. S. B. Fryer.

1150 Naval Officer's Cocked Hat. Period, 1840.
Lent by Messrs. L. and H. Nathan.

1151 East India Company's Naval Officer's Coat. Period, 1820.
Lent by Messrs. L. and H. Nathan.

1152 East India Company's Naval Officer's Coat. Period, 1820.
Lent by Messrs. L. and H. Nathan.

1153 Naval Officer's Dress Sword. Early Victorian.
Lent by Messrs. L. and H. Nathan.

1154 Old Naval Officer's Coat. Nelson period.
Lent by Messrs. L. and H. Nathan.

1155 Old Naval Officer's Coat. Period, 1860.
Lent by Messrs. L. and H. Nathan.

1156 Naval Officer's Dress Sword. Period, George III.
Lent by Messrs. L. and H. Nathan.

1157 Naval Officer's Dress Sword. Lent by Messrs. L. and H. Nathan.

1158 Old East Indian Naval Sword. Lent by Messrs. L. and H. Nathan.

1159 2 Cloth Caps, used by the crew of the King's Barge, with embroidered crests. Lent by Miss A. E. Seymour Taylor.

1160 Bill for the above two caps. Lent by Miss A. E. Seymour Taylor.

1161, 1162 Solid Oak Cabinet with five inlaid drawers. On the inside of the door is an inlaid representation of a man-of-war, believed to be the "Centurion." This relic was the handwork of Edward Collingwood, midshipman of the "Centurion," during the celebrated voyage of circumnavigation made by the "Commodore Anson," 1740 to 1744. Also carved Diddy Box, by the same.
Lent by G. T. Collingwood, Esq.

1163 Napoleon Bonaparte's silver-mounted pistols in case, together with the portrait on ivory of late Commander Andrew Mott.
Lent by Mrs. Mary Ann Mott.

1164 Napoleon Surrendering. Engraving with portrait.
Lent by Mrs. Mary Ann Mott.

*1165 Dr. Scott's Spyglass, used by him on board the "Victory."
Lent by Mrs. M. H. Bradley.

*1166 A contemporary drawing of the "Victory" by Dr. Scott.
Lent by Mrs. M. H. Bradley.

*1167 Signed letter of recommendation by Dr. Scott.
Lent by Mrs. M. H. Bradley.

1168 Photograph of Lieut. Pollard, the officer who shot the man who shot Nelson. Lent by Edgar Goble, Esq.

1169 Captain John Cooke. Lent by the Misses Rolles.

1170, 1171 Two portraits of Naval Officers. Lent by W. D. Webster, Esq.

1172 Gold Medal for the Battle of Trafalgar, in frame, as sent by express order of H.M. George III. from the Admiralty to the widow of the late Captain J. Cooke, R.N., commanding H.M.S. "Bellerophon," and who was killed in the action. Lent by Major Dwarris Dwarris.

1173 Silver Mug with Byard Arms. Lent by Mrs. I. Byard Clayton.

**Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.*

1174 Gold Watch, given to Sir Thomas Byard by a French prisoner. Lent by Mrs. I. Byard Clayton.
1175 Sir Thomas Byard's Bible, date 1780. Lent by Mrs. I. Byard Clayton.
1176 Earl of Northesk (miniature). Lent by Mrs. Percy Smith.
1177 Letter weight, recast from the iron of the Dock Gates of Sebastopol, taken 1855. From Comd. Mainprise, R.N., C.B. Lent by Edgar Goble, Esq.
*1178 Admiral Sir Robert Calder (Miniature). Lent by William Baugh, Esq.
1179 Lord Hood (Miniature). Lent by Maj. P. T. Blackwood.
1180 Lord Rodney (Miniature). Lent by Maj. P. T. Blackwood.
1181 Miniature on ivory of Capt. Thos. M. Blackburn, R.N., who fought in Howe's victory, June 1st, 1794. Lent by Miss Marie E. Ruel.
1182 Miniature of Capt. J. Marrett as Midshipman. Entered the Navy, 1793. Lent by Miss L. G. S. Pritchard.
1183 Captain E. Palmer (Miniature). Lent by Col. Edmund Palmer.
1184 A silver tobacco box, inscribed "Lloyd's, 7 May, 1900," given to men of H.M.S. "Powerful" for Defence of Ladysmith. Lent by Edward Ernest Needes, Esq.
1185A "Times" Newspaper, with description of mutiny at Nore and execution of Parker (date 3rd July, 1797). Lent by O. R. Fabian, Esq.
1185 A small book with covers made from wood of the "Marye Rose," sunk at Spitnead, July, 1545. Published at Portsmouth 1841. Lent by Edward Ernest Needes, Esq.
1186 Captain Valentine Edwards, lost in the "Sceptre." Lent by Miss A. E. Seymour Taylor.
1187 Naval officer's old Silver Whistle. Lent by T. G. Middlebrook, Esq.
1188 Snuff Box made from the wood of the "Marye Rose." Lent by T. G. Middlebrook, Esq.
1189 Snuff Boxes (Four). Lent by the Officers' Mess, R.M. Barracks, Plymouth.
*1190 Speaking Trumpet. Lent by Thomas Davidson, Esq.
1191 The pinnacle of one of the rocks which protruded through H.M.S. "Flora's" hull when that ship was wrecked in British Columbian waters on December 3rd, 1903. The "Flora" was raised and refloated a week later, having been completely cleared of all guns, coal, stores, and ammunition. Lent by Sub-Lieut. Gordon Campbell, R.N.
1192 Portion of the cable which broke during one of the several unsuccessful attempts to refloat the "Flora," showing the tremendous strain brought to bear. Lent by Sub-Lieut. Gordon Campbell, R.N.
1193 Part of Cathedral Bell broken by a 32-pr. shot at the taking of Sebastopol, 8th September, 1855. Lent by Mrs. A. Shirley Feak.
1194 Boat Compass of H.M.S. "Orpheus," cast up on the beach at New Zealand inside the bar (where she was lost) many years afterwards. Lent by the Earl of Glasgow.
1195 Model to scale 7-8ths of an inch to the foot, of one of the long 24-pounders used at Trafalgar, four still remaining on board H.M.S. "Victory," made from the original wood of that ship. Lent by Dr. E. G. Younger.
1196 Ancient Compass, formerly belonging to Hugh Clapperton, famous African traveller. Lent by Henry Wyndham, Esq.
1197 Speaking Trumpet of "L'Etoile," French frigate, captured by "Hebrus," 27th March, 1814. Lent by Henry Palmer, Esq.
1198 Very old Snuff Box. Lent by L. C. Norris, Esq.
1198A Snuff Box made of the wood of the "Betsy Caines," formerly a Royal yacht in the reigns of William and Mary and Queen Anne, wrecked Tynemouth Rocks, February, 1827. Lent by W. B. Dowding, Esq.
1199 Match Box, with engraving of ship, and the following inscription: "This article is warranted to be made of copper from the ship 'Foudroyant.'" Lent by W. G. Barras, Esq.
1200 Penholder, with the following inscription: "This penholder is made from a piece of one of the timbers of the steamer 'Charlotte Dundas,' built at Datswinton Lock, in Dumfrieshire in 1801, being the first practical steamer ever built." Lent by W. G. Barras, Esq.

Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.

1201 Admiral Duncan. Lent by Maj. P. T. Blackwood.

1202 Fine Ivory Carving in miniature of a ship in full sail, mounted as a locket. Lent by Countess Mannini.

1203 Wafer Seal, used by Capt. T. M. Blackburn, R.N. Lent by Miss Marie E. Ruel.

1204 Silver Nail. Ships were christened in former times by driving a silver nail into their sides. This nail was driven into the ship "Minerva." When the vessel was broken up in 1793, it was presented to the then "Master of Trinity House." Lent by Mrs. E. R. Allan.

1205 Captain Edward Riou. Lent by Randolph Berens, Esq.

1206 Commander John Pollard, who shot from the poop of the "Victory" the man in the mizentop of the "Redoubtable" who had shot Lord Nelson. Lent by Miss Pollard.

1206A Trafalgar Medal of Commander John Pollard. Lent by Miss Pollard.

1207 Piece of the Keel of H.M.S. "Victoria," mounted on stand, with brass plate: "H.M.S. Victoria." The attached is a piece of the vessel's keel, broken off through grounding shortly before being sunk by H.M.S. "Camperdown" on 22nd June, 1893, when 351 officers and men were lost. Lent by S. G. Madgwick, Esq.

1208 Two small Antique Prints. Lent by Miss M. E. Ruel.

1209 The New Practical Navigation. Being an Epitome of Navigation, etc. Fifteenth Edition. By John Hamilton Moore, 1801. Lent by Augustus F. Spriggs, Esq.

1210 Miniature portrait of Richard Weaver. Lent by W. C. West, Esq.

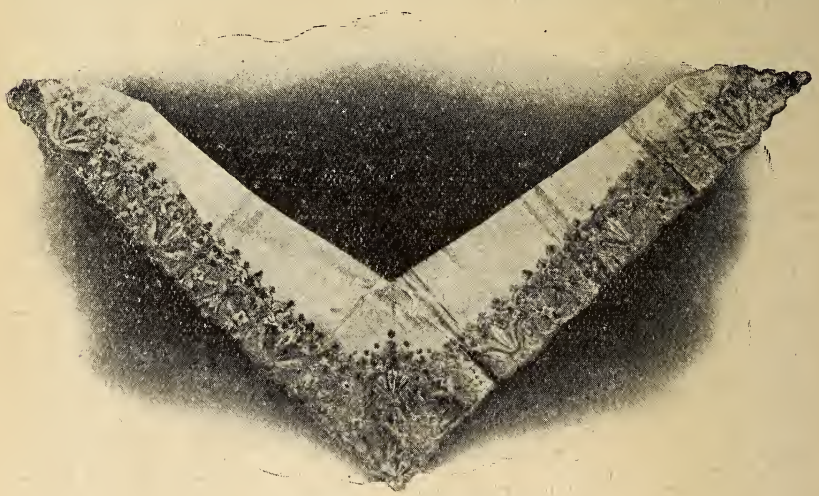
1211 Certificate of Richard Weaver. Lent by W. C. West, Esq.

1212 Captain Ramsay, of Trafalgar. Lent by W. C. West, Esq.

1213 Four Enamel Patch Boxes with commemorative mottos and emblems. Lent by W. C. West, Esq.

1214 Memoirs relating to the state of the Royal Navy of England for ten years determined December, 1688, by S. Pepys. Printed Anno MDCXC. Lent by the Rev. F. G. Johnson.

1214A Capture of an illegal trader by boat of H.M.S. "Vulture," in 1754, by George Towry, father of the Captain of the "Dido." Lent by Lord Ellenborough.



Sir Francis Drake's Collar.

1215 Collar, richly embroidered in colours and gold, formerly the property of Admiral Sir Francis Drake. Lent by the Rev. A. C. Hervey.

1216 Buckland Priory, the residence of Sir Francis Drake. Lent by Rev. A. C. Hervey.

1217 Sir Francis Drake's Snuff Box. Lent by the Rev. A. C. Hervey.

1218 Lace from a Ruffle belonging to Sir Francis Drake.
Lent by Miss Hervey.

1219 Diamond Anchor, worn by Admiral Benbow as a scarf brooch. (The locket on which it is mounted is modern.)
Lent by Mrs. M. C. Sidney.

1220 Large silver tankard, of Admiral Benbow's son.
Lent by Mrs. M. C. Sidney.

1221 Venetian Glass Punch Bowl, used by Admiral Robert Blake, when in command of the Navy of the Parliament Forces. The identical Bowl he was drinking out of when Van Tromp broke his cabin windows.
Lent by Lieut.-Col. J. F. Blake.

1222 Silver Medal struck to commemorate destruction of the Spanish Fleet, date 1718. Lent by W. W. Smith Wood, Esq.

1223 Armada Medal. Lent by Mr. and Mrs. Jonathan Smith.

1224 Queen Anne Crown piece, 1703, made from silver dollars taken from Spanish ships at Vigo. Lent by T. H. Babbage, Esq.

1225 Dutch 17th Century Bottle, painted with fine portrait of Admiral Van Tromp, and view of a battle between Spanish and Dutch fleets.
Lent by Philip Whiteway, Esq.

*1226 Powder Primer. Lent by Thomas Davidson, Esq.

*1227 Powder Primer. Lent by Thomas Davidson, Esq.

*1228 Cinque Ports' Standard, hand-painted in oils, on bunting, probably 200 years old. Lent by Chas. E. Cosens, Esq.

1229 Old Silver Knife, surmounted with silver ship.
Lent by George Hubbard, Esq.

1230 Part of an anchor of one of the ships of the Spanish Armada, with portion of a shell adhering to it. Lent by T. G. Middlebrook, Esq.

1231 Portrait of Admiral Benbow. Lent by Miss Benbow.

1232 Pistol, found in ship discovered in St. Mary's Creek, Gillingham, supposed to be the "St. Matthias," sunk during attack on Chatham by the Dutch, 1667.
Lent by the Admiralty from Chatham Dockyard.

1233 Pipe Rack made out of the wood of a vessel of the Spanish Armada.
Lent by Col. H. W. Feilden, C.B.

1234 Model of "The Royal George."
Lent by the Royal Naval College Museum, Greenwich.

1235 Book containing an account of the wreck of the "Royal George," and bound in wood, being a portion thereof. Lent by S. J. Byng, Esq.

*1236 Narrative of the loss of the "Royal George," bound in wood from the wreck, with illustrations. Lent by M. W. Liston, Esq.

1237 Inkstand made out of the wood of the "Royal George."
Lent by Samuel Ernest Yelland, Esq.

1238 Snuff Box made from the wood of the "Royal George."
Lent by Edgar Goble, Esq.

1239 Polished Wooden Cigar Case. Relic of H.M.S. "Royal George." Sunk 1782, raised 1840. Lent by Mrs. Mary Royal

*1240 Old oak box, bound with silver plate, engraved: "Made from the 'Royal George.'" Lent by the Sussex Goldsmiths' and Silversmiths' Co.

1241 Snuff Box made from wood of "Royal George," richly carved. 18th Century. Lent by Philip Whiteway, Esq.

1242 Metal Egg Cup. Relic of the "Royal George."
Lent by L. L. Bloomfield, Esq.

1243 Lower deck dead light, encrusted with stones and shells, of the "Royal George." Lent by Mrs. J. Hall.

1244 Admiral Kempenfelt's dress sword.
Lent by Mrs. Zouch Troughton.

1245 Model partly planched and dowelled with trenails of the "Royal George," which foundered at Spithead. 1782.
Lent by Walter Withall, Esq.

1246 Flag in Frame made from wood and copper of H.M.S. "Royal George."
Lent by The Junior United Service Club.

*1247 Snuff Box made from a piece of the "Royal George," sunk 1782, raised 1840. Lent by Henry Green, Esq.

*1248 Work box, made from a piece of the "Royal George," sunk 1782, raised 1840. Lent by Henry Green, Esq.

**Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.*

*1249 Shipping. (Oil). Frame made from a piece of the "Royal George." Lent by Henry Green, Esq.

*1250 Snuff Box made from part of a beam of "Royal George," sunk 1782, recovered 1840. Lent by J. W. Brook, Esq.

1251 The "Royal George" taken by the camera obscura when that vessel was a Guard Ship in Hamoaze, 1780, and framed in part of the recovered timbers. Lent by J. C. Thorne, Esq.

1252 Poker made from bolt from H.M.S. "Royal George," sunk at Spithead, 29th August, 1782, after being immersed 57 years. Lent by Mrs. A. Shirley Feak.

1253 Naval Sword, with black leather belt and clasp, made from the bolts of the "Royal George," sunk 1782, recovered 1840. Lent by Francis Lawson Smith, Esq.

1254 Silver-mounted walking stick, made from the wreck of the "Royal George," overset and sunk at Spithead, August 28th, 1782, Rear-Admiral Kempenfelt and about 900 officers and men perishing. Lent by Gordon Sapp, Esq.

1255 A large snuff-box from the "Royal George." Lent by T. G. Middlebrook, Esq.

1256 Piece of cable from the "Royal George." Lent by T. G. Middlebrook, Esq.

1257 Model of the "Royal George," 108 guns. Sunk off Spithead 29th August, 1782, when nearly 1,000 lives were lost, including Admiral Kempenfeldt. The model is of ivory, and was made in the year 1780. Lent by Henry A. Forse, Esq.

1258 Model of a 74-gun Man-of-War, made of bone by prisoners taken during the Peninsular War, consequently nearly 100 years old. Lent by Miss C. R. Stephens.

1259 Model of ship, fully rigged, made by French prisoners at Portsmouth, out of beef bones, about the year 1812. Lent by Mrs. Hugh Davis.

1260 Ivory Model of a Frigate. Lent by W. C. B. Robinson, Esq.

*1261 Ivory model of a French Battleship. Lent by Thomas Davidson, Esq.

*1262 Model of Frigate in Bone, made by prisoners of war when in Lewes Gaol. Lent by the Sussex Goldsmiths and Silversmiths Co.

1263 Model of a 74-gun Man-of-War, made of bone by prisoners taken during the Peninsular War, consequently nearly 100 years old. Lent by Miss C. R. Stephens.

1264 Model of "Victory," carved in bone by French prisoners in Yarmouth Gaol, in 1808. Lent by the Corporation of Great Yarmouth.

*1265 Ivory model of Frigate, made by French prisoners, 1805. Lent by Mrs. Curling.

1266 Ivory model for a line of battleship time of Trafalgar, made by a French prisoner at Dartmoor. Lent by H. R. Tenison, Esq.

1267 Basket made by French prisoners of war, from mattress canes. Lent by Frank Emanuel, Esq.

1268 Dress uniform with epaulettes, formerly belonging to Admiral the Hon. SirW. Cornwallis. Lent by Mrs. Cornwallis Wykeham Martin.

1269 Old Russian Shot fired into H.M.S. "Arethusa" from the Wasp Battery at the taking of Sebastopol, going through her side, killing two men, smashing the wheel, and capsizing a gun, on a block of wood from H.M.S. "Arethusa," made into a stand for the shot. Lent by Mrs. E. A. Cornish-Bowden.

1270 Russian cannon-ball which killed the only Englishman at the taking of Fort Bomersund, in 1854. The man was a Marine of H.M.S. "Duke of Wellington," and this ball, a ricochet, went through him. Lent by Thomas B. Rowe, Esq.

1271 18-pounder cannon ball, said to have taken Captain Greenwood's cocked hat off his head during the action, and found in a hogshead of sugar. Lent by H. Greenwood Burr, Esq.

1271A "The Life and Glorious Actions of the Right Honourable Sir George Rooke, Knight" (with portraits). Lent by Miss Eleanor E. Rooke.

*1272 Telescope taken from United States Brig, 1818. Lent by W. W. Smith Wood, Esq.

*1273 1813 United States Flag brought home by William Wood Smith, Midshipman H.M.S. "Borer." This flag belonged to United States Brig,

**Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.*

400 tons, laden with coal, bound to New York, and captured in Long Island Sound by H.M.S. "Borer" (14 guns and 60 men). Commander Capt. Coote. Lent by W. W. Smith Wood, Esq.

*1274 Three forms of Prayer to be used in all Churches and Chapels imploring His Blessing and Assistance on his Majesty's Arms by Sea and Land, etc. Dates 1779, 1800, 1807.
Lent by W. W. Smith Wood, Esq.

*1275 Form of Prayer and Thanksgiving to be used in all churches on Thursday, December 5th, 1805, being the day appointed for a General Thanksgiving for the Victory obtained by H.M. Ships of War under Lord Nelson, over the combined Fleets of France and Spain. Lent by W. W. Smith Wood, Esq.

*1276 A Fast Sermon on "The Evils of War," presented to Wm. Wood Smith, of H.M.S. "Borer," a present from the master of the schooner "Horatio," of North Yarmouth, New England, U.S.A., which vessel was captured by the "Borer" off Grand Island, Bay of Fundy, and released the same day. 7th April, 1814.
Lent by W. W. Smith Wood, Esq.

*1277 Log books kept by Wm. Wood Smith, midshipman. Interspersed are a few water-colour drawings, showing the anchorages:—
(i) Log Book on H.M.S. "Northumberland," from 3rd September, 1810, to 12th March, 1811.
(ii) Log book on H.M.S. "Northumberland," from 13th March, 1811, to 18th October, 1811.
(iii) Log Book on H.M.S. "Northumberland," from 19th October, 1811, to 30th June, 1812.
(iv) Log Book on H.M.S. "Northumberland," from 1st July, 1812, to 28th January, 1813. On H.M.S. "Borer" from 29th January, 1813, to 26th April, 1813.
(v) Log Book on H.M.S. "Borer," from 27th April, 1813, to 13th July, 1813. Lent by W. W. Smith Wood, Esq.

*1278 Four Old Newspapers, giving an account of "Borer's" progress:—
"Glos: Herald," April 9th, 1814.
"Glos: Herald," July 30th, 1814.
"General Evening Post," April 19th, 1783.
"Nova Scotia Royal Gazette," June 7th, 1815. (This paper appears to be very scarce.) Lent by W. Smith Wood, Esq.

1279 Telescope used by Lieut. J. Lilburn (afterwards Captain of the "Goshawk.") Killed at the attack on the enemy's shipping at Malaga.
Lent by Captain Selby Lilburn, R.N.

1280 Sword formerly used by James Lilburn, Lt. H.M.S. "Swiftsure" at the Battle of Trafalgar. Lent by Captain Selby Lilburn, R.N.

*1281 Cape worn by Grace Darling when she went to the rescue of survivors of ss. "Forfarshire." Lent by Miss Amy Nordaby.

1282 Naval Cutlass, Lent by Lieut.-Col. Henry Moorsom.

1283 Flag from the famous ship "Chesapeake."
Lent by T.G.Middlebrook, Esq.

1284 Piece of wood from the "Chesapeake," and a photo of the figurehead.
Lent by T.G.Middlebrook, Esq.

1285 Naval Telescope, 18th Century. Lent by Harry Hall Squire, Esq.

1286 Telescope used by Capt. J. Richards La Pènotière, of H.M. Schooner "Pickle" at the Battle of Trafalgar.
Lent by Miss G. P. Graces La Pènotière.

1287 Walking stick, made from the upper jaw bone of a sword fish, mounted with a gold band, and shod with a gold ferule. Taken in 1799 from the Palace of Tippoo Sahib, after the storming of Seringapatam.
Lent by T. H. Babbage, Esq.

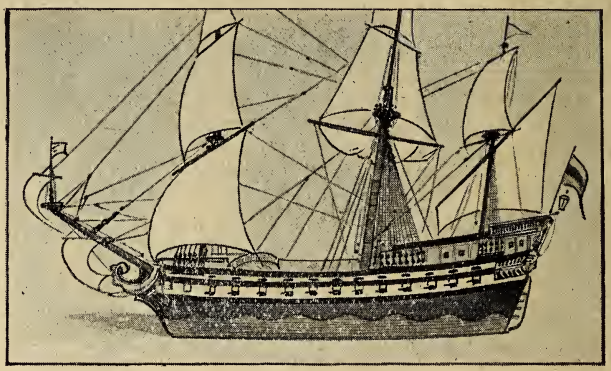
1288 Crowned heads of Russian double-headed eagle that formed part of Russian Arms, from Government offices, Kertch, Black Sea, 1855. Brought home by the late Lieut. Alexander Ogilvy MacFarlane, who was present at the operations as acting mate of H.M.S. "Valorous." Lent by Francis Hamilton Napier, Esq.

1289 Admiral Earl of Dundonald holding secret plans for the destruction of Cronstadt. Lent by The Earl of Dundonald.

*1290 Pair of white silk stockings, worn by H.M. King William IV. (the sailor king), marked with the Royal monogram.
Lent by Miss Alice Cary.

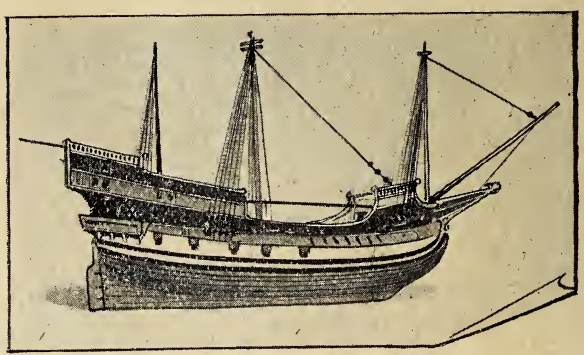
Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.

*1291 Model of Dutch First-rate, 1670, with sail and rigging complete.
Lent by R. Morton Nance, Esq.



Dutch First-rate, 1680.
Lent by R. MORTON NANCE, ESQ.

*1292 Model, unrigged, of Elizabethan ship. Lent by R. Morton Nance, Esq.



Elizabethan Warship.
Lent by R. MORTON NANCE, ESQ.

*1293 Model of frigate, 1800. Lent by J. A. Davidson, Esq.
1294 Model of the "Great Harry," built in the reign of Henry 8th, 1514.
Lent by the Royal Naval College Museum, Greenwich.
*1295 Model of 90-gun line of battle ship, of the Nelson period, made by French prisoners of war. Lent by J. Huddy, Esq.
1296 Model of 100-gun ship. Period about 1800.
Lent by John T. Major, Esq.
1297 On Duty. By J. E. Hodgson, R.A. Lent by the Hon. W. F. D. Smith
1298 Off Duty. By J. E. Hodgson, R.A. Lent by the Hon. W. F. D. Smith.
1299 The original Foundation Tablet of the Southampton Docks.
Lent by the London and South-Western Railway Co.
1300 Letter to Sir H. Parker.
Lent by Messrs. Gieve, Matthews and Seagrove, Ltd.
1301 Admiralty Commission appointing the Rt. Hon. Sir George Cockburn, G.C.B., Admiral of the Red, to be Admiral and Commander-in-Chief of Her Majesty's Fleet. Written on parchment, signed, stamped and dated July, 1851. It was Sir George Cockburn who conveyed Napoleon to St. Helena. Lent by the Rev. James Sprunt.

**Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.*

1302 Letter from Capt. Broke to his wife, informing her of the victory in the action between the "Shannon" and "Chesapeake."
Lent by Lady De Saumarez.

1303 Holograph letter of Admiral Sir Robert Calder.
Lent by E. G. Younger, Esq., M.D.

1304 Two letters written on board H.M.S. "Revenge," immediately after the action off Cape Trafalgar, by her Captain, the late Adm. Sir Robert Moorsom, K.C.B., to his father, R. Moorsom, Esq., of Airey Hill, in the County of York. Lent by Lady Longmore.

1306 Autograph Memorandum by Lord Rodney, respecting Lieut. Gibbs, dated Aug. 18th, 1771.
Autograph letter from Admiral Boscawen, Feb. 12, 1746.
Autograph letter from Admiral Kempenfelt, respecting the dimensions of signal flags. Undated. The writer perished in the "Royal George," 1782.
Letter to Lord Rodney from the Comte de Grasse, dated April 19th, 1782, on board his flagship, the "Ville de Paris," in which he was captured in the action of April 12th, 1782. (Signed.)
Order from Admiral Hosier to Captain Pirie, H.M.S. "Superbe," to seize Spanish Guarda Costa, 1726-7. (Signed.)
Letter from Admiral Keppel to Captain Marshall, of the "Arethusa" with orders to seize and destroy French ships. Dated on board the "Victory," July 29th, 1778. (Signed.)
Lent by Miss L. J. Nelson.

1307 Letter from Sir George B. Rodney, dated 12th February, 1781. "Disposition of West Indian Fleet."
Lent by Geo. Futvoye Francis, Esq.

1308 Book containing account of trial of Admiral Keppel. It contains also trial of John Douillon and Captain E. Sutton, H.M.S. "Iris," 1784 Lent by Dr. Haves.

1309 Royal Standard of the "Amethyst" Frigate, given to Captain John Cooke, R.N., by H.R.H. the Duke of York, commanding the expedition to Holland, 1799. Lent by Major Dwarris-Dwarris.

1310 "Naval Chronicle," May, 1807.
Lent by Major Dwarris-Dwarris.

1311 Book published in the year 1636 by Edmund Gunter, describing the use of the sector, crosstaff, and other instruments, also navigation, dialing, etc. Lent by Wm. Taylor, Esq.

1312 Day and Night Signal Book, etc. Mr. Charles Claridge, of H.M.S. "Defence," 1798. Lent by G. J. Hill, Esq.

1313 The Atlantic Steam Packet Chart. Shows voyage of James Heywood, F.R.S., etc., who has noted and traced daily the course throughout, from 2nd September, 1848, to the 13th March, 1849.
Lent by Harry Hall Squire, Esq.

1314 Two Autograph and franked Letters of Sir Sidney Smith, K.C.B.
Lent by Miss Edith Hook.

1315 The Frost Fair on the Frozen Thames, dated January 19th, 1715 (printed on the river). Lent by Capt. T. W. Gunton.

1316 List of Flag Officers of His Majesty's Fleet. Date, January 1st, 1765.
Lent by Mrs. Cornwallis Wykeham-Martin.

1317 Quadrant used at Trafalgar. Lent by the Rev. Kenneth MacLeay.

1318 Letter from King William IV.
Letter from Admiral Edwards.
Letter from the Admiralty promoting Admiral Edwards' son to the rank of Commander. Lent by Miss Seymour Taylor.

1319 Chinese Pirates' Flag, taken during the Peiho Expedition, 1860.
Lent by Mrs. Hugh Davis.

1320 Full-rigged Model of the "Melampus," 44-gun frigate.
Lent by the Bristol Museum and Art Gallery.

1321 Model of the "Warspite," 32 guns. Lent by A. Young, Esq.

1322 Very old carved Indian War Paddle. Lent by Miss Ada Dagnell.

1323 Weapon of War, made of shark's teeth.
Lent by Henry Wyndham, Esq.

*1324 *Collection of Autograph Postcards of famous British and Foreign Admirals and Captains including some of the Japanese and Russian Naval Commanders on active service in the Far East. Lent by W. Reginald Bray, Esq.*

1. Adm. of the Fleet, Sir Nowell Salmon.
2. Vice-Adm. Lord Charles Beresford.
3. Adm. Sir Harry Rawson.
4. Sir Donald Currie.
5. Count Von Waldersee (late Commander-in-Chief of the Allied Forces in China).
6. Rear-Admiral Lambton.
7. Adm. Sir W. R. Kennedy.
8. Sir Hiram Maxim.
9. Sir R. Hart.
10. Adm. Sir H. F. Stephenson (extra Equerry to H.M. the King).
11. Adm. of the Fleet Sir Chas. Hotham.
12. Engineer T. Simpson, Chief Engr, Trawler "Moulmien," Hull. } North Sea Outrage
13. Capt. Whelpton, Steam Trawler "Mino," Hull. } North Sea Outrage
14. Capt. J. Fletcher, Steam Carrier "Swift," Hull. } North Sea Outrage
15. Capt. Carr, Trawling Admiral, "Gamecock" Fleet, Hull. } North Sea Outrage
16. Commander of H.M.S. Buzzard.
17. Vice-Adm. Sir Baldwin Walker (H.M.S. "Bacchante").
18. Hon. C. A. Parsons (of Turbine fame).
19. Adm. Sir C. Domvile (H.M.S. "Bulwark").
20. Adm. von. Koester (Germany), who visited Plymouth in 1904.
21. Adm. Sir W. Dowell, G.C.B.
22. Maj.-Gen. W. Campbell, R.M.A.
23. Adm. Blomfield (Director of Egyptian Ports).
24. Capt. H.M.S. "Duncan."
25. Capt. H.M.S. "Medea."
26. Viscount Goschen.
27. Rt. Hon. Earl of Selborne.
28. The late Adm. of the Fleet Hon. Sir H. Keppell, G.C.B.
29. Rt. Hon. Earl of Camperdown.
30. Rt. Hon. Sir H. S. King, K.C.I.E.
31. Paymaster of H.M.S. "Ramillies."
32. Adm. Hon. Sir E. R. Fremantle, G.C.B., C.M.G.
33. Rt. Hon. Lord Mayor of London (Mr. Alderman Pound, president).
34. Adm. of the Fleet, Lord Walter Kerr, G.C.B.
35. Commander of H.M.S. "Rupert."
36. Rt. Hon. Lord George Hamilton.
37. Adm. Sir Cyprian Bridge, G.C.B.
38. Capt. of H.M.S. "Ariadne."
39. Capt. Union-Castle Liner "Briton."
40. Chief Officer White Star Liner "Celtic."
41. Commander of H.M.S. "Good Hope."
42. Commander of H.M.S. "Pactolus."
43. Mr. J. H. A. Majendie, M.P. (Portsmouth).
44. Commanding Officer of the Royal Naval College, Osborne, I.W.
45. Chief Instructor of the Naval School, Lee-on-the-Solent.
46. Paymaster Cunard Liner "Campania."
47. Mr. W. H. Grenfell, M.P. (Thames Conservancy Board).
48. Capt. G. E. Dodson, of s.s. "Scotia."
49. Capt. Thomas, of p.s. "Lady Margaret."
50. Capt. J. P. Cumming, of s.s. "Princess Maud."
51. Capt. J. Evans, of s.s. "Cambria."
52. Capt. J. Mahood, of s.s. "Anglia."
53. Capt. Lionel J. Manning, of s.s. "Galtee More."
54. Vice-Adm. Sir C. C. Drury, K.C.S.I.
55. Adm. Sir J. O. Hopkins, G.C.B.
56. Field-Marshal Sir George White, V.C., etc. (Governor of Gibraltar).
57. Capt. "Teutonic" (White Star Line).
58. Capt. R.M.S. "Orontes."
59. Vice-Admiral Tchuknin, of Russian Black Sea Fleet.
60. Adm. Vishnevesky (Russian Admiral in Turkish War, 1877).
61. Commander Oshima, of the "Kasumi," Japanese battleship.
62. Capt. R. Yashiro, of the Japanese battleship "Asama."

63. Capt. Takeshita, Naval Attaché, Japanese Embassy, Washington, U.S.A.
64. Adm. Shibayama, Japan's Commander at Port Arthur.
65. Lieut.-Commander K. Sato, Imperial Japanese Navy.
66. W. H. Moody, Esq., Secretary to United States Navy.
67. Adm. Yamamoto Gombey, Naval Minister, Japan.
68. Admiral Dewey, U.S.A.
69. Adm. Virenius, Flagship "Osliabia," Russian Navy.
70. Adm. Bendemann, of German Navy, in Chinese Waters.
71. Capt. Chikakata Tamari, late Naval Attaché to the Japanese Legation, London.
72. Adm. Skrydloff, Russian Navy, Vladivostock.
73. Capt. Dabitch, Commanding Russian cruiser "Gromoboi," Vladivostock.
74. Rear-Adm. Evans, commanding American Fleet in Far East.
75. Capt. M. Kaburaki, Naval Attaché to Japanese Legation, London.
76. Adm. Saito, Japanese Navy.
77. Adm. Witthoefft, killed at Port Arthur.
78. Capt. Isakawa, commanding Japanese Torpedo boat "Asagari."
79. Rear-Adm. M. Eshreff Pasha, Aide-de-Camp to H.I.M. the Sultan of Turkey.
80. Adm. C. P. Sah, commanding Pei Yang Squadron, Newchwang.
81. Capt. Matsumoto, commanding "Fugi," Japanese battleship.
82. Capt. Teragaki, commanding "Shikishima," Japanese battleship.
83. Adm. Togo, late Japanese Naval Commander at Port Arthur.
84. Adm. Uriu, Japanese Commander in Yellow Sea.
85. Lieut. Kusnikaravayeff Senior, late commanding Russian torpedo Destroyer "Serdity."
86. Capt. Ide, commanding Japanese battleship "Kasagi."
87. Capt. Ishibashi, commanding Japanese battleship "Takasago."
88. Capt. T. Nomoto, commanding Japanese battleship "Asahi."
89. Capt. J. B. Watt, Cunard Liner "Lucania."
90. Capt. H. Collins, R.M.S. "Orotava."
91. Commander H. J. Haddock, s.s. "Cedric."
92. Capt. L. MacTavish, Clyde steamer "Columbia."
93. Capt. W. Roberts, "St. George" steamer, Deganwy.
94. Adm. Sir St. George C. D. Irvine, K.C.B.
95. Capt. J. Williamson, Clyde steamer "Queen Alexandra."
96. Capt. Pritchard, R.M.S. "Campania."
97. Capt. E. W. Creak, R.N., C.B., F.R.
98. Commander T. M. Kondo, commanding "Sazanami," Japanese Navy.
99. Capt. David Thomas, s.s. "Runic."
100. Capt. F. Symons, R.M.S. "Omrah."
101. Capt. D. Downie, Clyde steamer "Lord of the Isles."
102. Capt. Bertram F. Hayes, R.M.S. "Majestic."
103. Rt. Hon. Sir C. B. B. McLaren, K.C., M.P. (chairman of Palmer's Engineering and Shipbuilding Co.).

1325 Model of man-o'-war, 75 guns, made from palm leaves and Indian grass.
Lent by the Corporation of Great Yarmouth.

1326 Model of old gun brig, fourteen guns, launched from Preston's Yard, Great Yarmouth, April 27th, 1805.
Lent by the Corporation of Great Yarmouth.

1327 Model of Brigantine in full sail.
Lent by the Corporation of Great Yarmouth.

1328 Model of obsolete three-masted fishing yawl.
Lent by the Corporation of Great Yarmouth.

1329 Model of old herring lugger, hauling nets.
Lent by the Corporation of Great Yarmouth.

1330 Model of Haisbro Lightship.
Lent by the Corporation of Great Yarmouth.

1331 Model of Leman and Ower Lightship.
Lent by the Corporation of Great Yarmouth.

1332 Model of Newark Lightship. The only lightship with three balls.
Lent by the Corporation of Great Yarmouth.

1333 Model of Fishing Smack "Spark," one mast, earliest type.
Lent by the Corporation of Great Yarmouth.

1334 Old Naval Brass Coronet.
Lent by the Corporation of Great Yarmouth.

1335 Model of Warship, 1640. Lent by Capt. C. A. R. Hoare.
1336 Model of Warship, 1640. Lent by Capt. C. A. R. Hoare.
1337 Model of Queen Anne's Yacht. Lent by Capt. C. A. R. Hoare.
1338 Piece of timber, being part of the Danish "Viking" Warship, which has lain in the Hamble River, near Southampton, for over 1,000 years. Lent by Geo. Scovell, Esq.
1339 Model of the "Royal Sovereign." Lent by the Royal Naval College Museum, Greenwich.
1340 Shipwright's Model, by Mr. Nicholson, Gosport, of the "Fiona," Cutter Yacht. Lent by Henry Milnes Rait, Esq.
Also a few of her recent Prizes.
1341 1st Prize, Royal Yacht Squadron Race for the German Emperor's Heligoland Cup, from Dover to Heligoland. Won 18th June, 1900. Lent by Henry Milnes Rait, Esq.
1342 1st Prize. Silver Flower Vase. Ostend Royal Belgian International Regatta, given by the King of the Belgians. 1901. Lent by Henry Milnes Rait, Esq.
1343 1st Prize. Coronation Cup. Royal Cinque Ports Yacht Club Race from Dover across the Channel to Boulogne and back, 1902. Lent by Henry Milnes Rait, Esq.
1344 2nd Prize Heligoland Cup for the Royal Yacht Squadron Race, 1903. Lent by Henry Milnes Rait, Esq.
1345 1st Prize. The Tudor Cup. Royal Cinque Ports Yacht Club Race, 1903. Lent by Henry Milnes Rait, Esq.
1346 Silver Model of Yacht "Fiona." Lent by Henry Milnes Rait, Esq.
1347 Signed Portrait of H.I.M. the Kaiser. Lent by Henry Milnes Rait, Esq.
1348 Portrait of William Fife, designer and builder of the "Fiona." Lent by Henry Milnes Rait, Esq.
1349 Old Navy Drum, with crown and laurel wreath and inscription, H.M.S. "Nile." Lent by William Mitchell, Esq.
1350 Model of Admiral Popoff's design. Lent by the Royal Naval College Museum, Greenwich.
1351 Shield made of unclaimed war medals. Lent by the Royal Naval College Museum, Greenwich.
1352 Part of Captain Manby's life saving apparatus (grappling iron), for which he received medals and a grant from government, and many learned Societies. This was the first life-saving apparatus adopted. Lent by the Corporation of Great Yarmouth.
1353 Model of Warship, 1640. Lent by Captain C. R. Hoare.
*1354 A Sailor and a Royal Marine fully equipped strictly to regulation in marching order. Lent by F. Hinde, Esq.
1355 Model of a Chinese Junk. Lent by Philip Whiteway, Esq.
1356 Scale Model of a Whitby Coble with oars and fittings. Lent by Mrs. W. W. Manning.
1357 Model of a 74-gun Frigate, made by a ship's carpenter. Lent by Mrs. G. M. Beasley Robinson.
1358 Model of two half Ships, showing Sir Robert Sepping's improvement in round sterns. Lent by Captain H. S. Harrison.
1359 Model of the "Medea" Frigate. Built at Bristol by Mr. J. M. Hillhouse, and launched in the year 1778. Lent by the Bristol Museum and Art Gallery.
1360 Portrait of John Dollond, F.R.S., who, in the year 1758, invented the Automatic Object Glass, the most important scientific invention of the century, and which made a great advancement in the perfection of Naval Telescopes. Lent by Messrs. Dollond and Co.
1361 Portable Telescope, mounted in shaggrein, by Dollond. Period. 1750. to 1760. Lent by Messrs. Dollond and Co.
1362 Portable Naval Telescope (brass), dated 1801, by Dollond. Lent by Messrs. Dollond and Co.
1363 Admiralty Telescope (German silver), 1905, by Dollond. Lent by Messrs. Dollond and Co.
1364 Sir John Hawley Glover, R.N. Lent by Lady Glover.

**Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.*

1365 Copy of Letter addressed to Lord Nelson, June 6th, 1805, announcing the capture by Villeneuve's ships of the "Diamond Rock" signed by Capt. J. W. Maurice. Lent by Rev. R. Percy Barron.

*1366 Lieutenant's Commission, dated 11th December, 1827. Signed by the Prince of Wales, Lord High Admiral, afterwards William IV. Lent by A. R. Newman, Esq.

1366A Parchment Commission, R.N., of Capt. Mowbray, to H.M.S. "Victory," September 23rd, 1844. Lent by Francis L. Smith, Esq.

1367 Journal of the ship, "Earl Camden," 1802-04, containing autograph of Nath. Dance (in one volume, with two later Journals of the same Lent by the Rt. Hon. the Secretary of State for India.

1368 Two volumes containing Journals of six voyages (1789-1804) of the Earl of Abergavenny, with autographs of John Wordsworth. Lent by the Rt. Hon. the Secretary of State for India.

1369 Two volumes of Charts, 1763-1787 and 1783-1791. Lent by the Rt. Hon. the Secretary of State for India.

1370 Four volumes of Shipping Lists, 1772-1810, 1773-1800, 1791-1827, 1801-1832. Lent by the Rt. Hon. the Secretary of State for India.

1371 The White Flag hoisted on board "Hebrus," when conveying the French Ambassador, Baron Montalembert, to treat with General Clausel at Bordeaux, 23rd July, 1815. Lent by Lieut.-Col. Edmund Palmer.

1372 Official Letter from Captain the Hon. Frederick Aylmer, H.M.S. "Pactolus," ordering Captain E. Palmer, "Hebrus," to proceed to Bordeaux with Baron de Montalembert and Count de L'Astour, and to hoist the White Flag. 20th July, 1815. Lent by Lieut.-Colonel Edmund Palmer.

1372A Autograph letter of Adm. Sir Thos. Masterman Hardy (friend of Nelson), with engraved portrait attached. Lent by M. W. Liston, Esq.

Collection of Letters, lent by Adm. Hon. George Douglas.

1373 Letter from Captain Hardy to Rt. Hon. George Rose, 9th December, 1805.
Letter from Rev. Dr. Scott, 9th December, 1805.
Four Letters from Lady Hamilton to Rt. Hon. George Rose:—
29th November, 1805,
December, 1805 (with lock of Nelson's hair),
30th August, 1807.
4th September, 1807.
Letter from Miss Horatio Nelson to Rt. Hon. George Rose, 6th March 1815.

Collection of Letters, lent by W. Westley Manning, Esq.

1374 Anson, Admiral Lord, Autograph Letter, signed "Centurion," 1739.
Ogle, Admiral Sir Chaloner. Letter signed 1709.
Nelson, Admiral Lord. Order signed 1787 as Captain.
Smith, Admiral Sir Sidney. Autograph Letter signed. Mentions the General Shipwreck Society and his Life-Saving Appliances.
Franklin, Sir John. Order signed 1822, Corfu.
Capraia, 1796. Four copies of papers referring to the Fort and Islands. Capitulation to the Forces of Commodore Nelson and Major James Logan; also Autograph Letter of Major Logan about the same.
Blake, Admiral Robert. Letter signed to the Commissioners of the Navy, 30th August, 1655, from the "George," detailing his movements and those of the Spanish Fleet.
Penn, Admiral Sir William. Lett resigned 1660 to Captain Kempthorne.
Russell, Admiral Lord, of "La Hogue." Autograph receipt signed 1693.
Rooke, Admiral Sir George. Letter signed 1704 to the Prince of Hesse-Darmstadt re Gibraltar, etc.:—"So I do not yet in the least doubt your keeping it against any power that can oppose and Attempt you."

**Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.*

1375 Letter dated 28th September, 1812, from the Clerk of the Check Office, Royal Hospital to Mr. Joel B. Orme, in reference to a sum of £30 15s. 11d., prize money awarded to him for services on H.M.S. "Diomede." Lent by John Day, Esq.

1376 Admiralty Impressment Warrant to Capt. Cranston, of H.M.S. "Defence," dated the 22nd June, 1778. Lent by Rodney C. Baker, Esq.

1377 Order to Capt. Cranston, of H.M.S. "Defence," as to Line of Battle, with list and description of the ships, signed by Rear-Admiral Digby on board H.M.S. "Prince George," at sea, the 18th Feb., 1780. Lent by Rodney C. Baker, Esq.

1378 Order to Capt. Cranston, of H.M.S. "Defence," to follow Capt. Penny's Orders, signed by Admiral Rodney on board H.M.S. "Sandwich," Gibraltar Bay, 29th January, 1780. Lent by Rodney C. Baker, Esq.

1379 Correspondence relating to the discovery of Infernal Machines employed by the Russians in naval warfare, Baltic, 1855. Lent by Admiral Sir James E. Erskine.

1380 Three autograph letters of Lord Howe. Lent by Mrs. Byard Clayton.

1381 Autograph letter of J. Leveson Gower. Lent by Mrs. Byard Clayton.

1382 Small model of Steamboat. Lent by H.R.H. the Prince of Wales.

1383 Model of Life Saving Float. Lent by H.R.H. the Prince of Wales.

1384 Model of yacht "Cinderella." Lent by H.R.H. the Prince of Wales.

1385 Silver Model of Steering Wheel. Lent by H.R.H. the Prince of Wales.

*1386 Silver Nef. Lent by B. A. Friendly, Esq

*1387 Silver Ship. Lent by B. A. Friendly, Esq.

*1388 Silver Ship. Lent by B. A. Friendly, Esq.

*1389 Model of Paddle Boat. Lent by B. A. Friendly, Esq.

*1390 Iron model of Japanese Sailing Vessel, gold rope, silver sail. Lent by Messrs. Yamanaka and Co.

1391 *Collection of Relics from Benin taken by the Punitive Expedition under the Command of Admiral Rawson, in* 1897. Lent by W. D. Webster, Esq.

Two bronze-head bases for elephant trunks. Two carved wood rams' heads. Carved wood fetish cock partly covered with hammered brass. Carved wood box with two masks on lid partly covered with brass. Carved wood box Ten bronze plaques. Two hammered brass leopard head pendants. Two bronze pendants. Three bronze mask pendants. Two hammered brass armlets. Six bronze bells. Bronze war horn mount. Bronze powder flask. Bronze bird headed staff. Brass tongs. Portion of a brass ceremonial wand. Brass ceremonial sword. Sword with bronze handle. Ivory rattle. Ivory whistle. Small carved bone head. Brass key. Three iron armlets. Brass armlet with masks. Brass hair ornament. Elizabethan iron cannon. Ilaun brass cannon. Borneo.

1392 Glass Tumbler, engraved with a portrait and a fleet of ships inscribed "Admiral Keppel," .c1780. Lent by Percy Bate, Esq.

1393 Wine Glass inscribed Justice, and between the letters A and B a man hanging on a gallows (Admiral Byng). Lent by Percy Bate, Esq.

1394 Wine Glass, engraved with a three mast vessel, and inscribed "Success to the Eagle Frigate, John Knill, Commander," c. 1775. Lent by Percy Bate, Esq.

1395 Wine Glass, engraved with a 3 mast vessel, and inscribed "Success to the Lyon Pinder." c. 1775. Lent by Percy Bate, Esq.

1396 Ale Glass, inscribed "Success to the Renown," c.1785. Lent by Percy Bate, Esq.

1397 Two plates, with effigy of Admiral Keppel, part of service presented after his acquittal, by the city of London. Lent by Dr. Hayes.

1398 Plate from the dinner service of Admiral Kempenfelt, recovered from the wreck of the "Royal George," which sank at Spithead on the 29th Aug., 1782. Lent by Admiral Sir A. H. Markham.

Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.

1399 Blue and gilt Yarmouth Goblet inscribed "Thetford Royal Volunteers. In memory of our march to Yarmouth, May 1805." Threatened invasion of England. Lent by the Corporation of Gt. Yarmouth.

1400 Decorated old Leeds mug: Ship, sailor and his lass.
Lent by the Corporation of Gt. Yarmouth.

1401 Marine jug: Coloured and moulded scenes of a sailor's life. Sailor's Farewell and Return. J.S. 1796.
Lent by the Corporation of Gt. Yarmouth.

1402 Moulded jug, coloured, Captain Trollope and Admiral Duncan. Captain Troilope, in H.M.S. "Glatton," defeated eight French ships of war, off the coast of Holland, July 16, 1795. He was presented with the Freedom of the Borough of Great Yarmouth.
Lent by the Corporation of Gt. Yarmouth.

1403 Jug. Bust of Admiral Duncan. Figures representing Peace and Plenty. Circa 1797.
Lent by the Corporation of Gt. Yarmouth.

1404 Moulded jug, with raised figures of Admiral Jarvis and two ships.
Lent by the Corporation of Gt. Yarmouth.

1405 Moulded jug, with raised figure of Admiral Howe.
Lent by the Corporation of Gt. Yarmouth.

1406 Leeds transfer jug, decorated with ship in full sail, and emblems of Masonic Lodge. Inscribed Wm. Staff, Great Yarmouth.
Lent by the Corporation of Gt. Yarmouth.

1407 An old Staffordshire jug (repaired), with effigy of Lord Jarvis in commemoration of battle of St. Vincent.
Lent by Edward Ernest Needes, Esq.

1408 A Sunderland jug, depicting Jack Crawford, nailing the colours to the mast at the Battle of Camperdown.
Lent by Edward Ernest Needes, Esq.

1409 An old Staffordshire jug, commemorating the peace with France, 1801.
Lent by Edward Ernest Needes, Esq.

1410 Sunderland jug, marked "Phillips, Hylton Pottery."
Lent by Rev. G. A. Schneider.

*1411 Old Pink Lustre China Jug, with Mariner's Compass and Figures, also ship and following verse:

Thou noble bark of brightest fame
That bears proud England's honoured name
Right welcome home once more;
Welcome thou gallant little sail
In England's name I bid thee hail,
And welcome to her shore.

Lent by Messrs. Collingridge Bros.

1412 Admiral Rodney Jug. Lent by Phillip Pluthero, Esq.

1413 Model of an East Indian Catamarang. Ceylon.
Lent by William Slatford, Esq.

1414 Model of the full rigged sailing ship "Hampshire." Was owned by Messrs. Money Wigram and Sons, and the ship on which Admiral H. Togo, of the Japanese Navy, first served in under Capt. R. Ridgers on leaving H.M.S. "Worcester" training ship for cadets of the Royal Navy and Merchant Service. Tonnage, 1,200.
Lent by Percy Robert Johnson, Esq.

1415 Model of Barquantine (or Barkantine). Lent by H. H. Coel, Esq.

1416 Model of H.M.S. "Queen," three-decker man-o'-war, 110 guns, launched 1839. Lent by the Corporation of Great Yarmouth.

1417 Full-rigged model of H.M.S. "Marlborough."
Lent by E. Almack, Esq.

1418 Model of Sir William Petty's Double-bottomed vessel.
Lent by the Royal Society.

1419 Sailing Bill of Paddle Steamer "Great Western."
Lent by Messrs. Mark Whitwill and Son.

*1420 Midshipman's Uniform Coat. 1818. Lent by Thomas Davidson, Esq.

*1420A Naval Sword, 19th Century. Lent by Thomas Davidson, Esq.

1421 Air-Mattress of the late Lieut.-Colonel Champion, C.B., which faced the great storm, Black Sea, on 14th November, 1854, in H.M. Transport "Sir Robert Sale."
Lent by Maj. Arnold, H.N.U. Champion.

**Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.*

1422 Naval Review by Queen Victoria, August 3rd, 1889. (Coloured print.)
Lent by Miss C. L. Johnstone.

1423 Ship Breakers' Yard, etching by Kusell, 1648-1683.
Lent by Frank L. Emanuel, Esq.

1424 Studies for picture of wreck of H.M.S. "Thetis" on Cape Frio, 5th December, 1830. Lent by the Misses Schetky.

*1425 H.M.S. "Duke of Wellington." Engraving.
Lent by Capt. Val Duigan.

*1426 Taking of Bomarsund by naval ships. Taken from H.M.S. "Bulldog."
Lent by Capt. Val Duigan.

1427 Signatures of Prince Consort and others at Foundation of Royal Naval School, Eltham, and photographic views of the School.
Lent by the Royal Naval School, Eltham.

1428 Funeral of Lord Nelson, Road Procession. Engraving.
Lent by Richard Douglas, Esq.

POLAR SECTION.

1430 Ice Navigation in Baffin's Bay, by H.M. Ships "Resolution" and "Assistance," 1850. Water colour. By W. H. May, Captain, R.N.
Lent by Adm. Sir F. L. McClintock, K.C.B.

1431 Ice Navigation in Baffin's Bay, by H.M. Ships "Resolution" and "Assistance," 1850. Water colour. By W. H. May, Captain, R.N.
Lent by Admiral Sir F. L. McClintock, K.C.B.

*1432 Sir John Franklin, 1786-1847. Arctic Explorer.
Lent by Samuel Ball Beresford, Esq.

1433 Adm. Sir George Back.
Lent by the Royal Geographical Society.

1434 Captain Sir James C. Ross, R.N.
Lent by the Royal Geographical Society.

1435 Admiral Sir John Franklin.
Lent by the Royal Geographical Society.

*1436 The Pathfinders. Lent by the Artist, R. Morton Nance, Esq

1437 to 1450 Fourteen photographic enlargements of scenes in the Arctic regions.
Lent by Captain G. F. Jackson.

1451 Map of Franz Josef Land.
Lent by Captain G. F. Jackson.

1452 First discovery of land by H.M.S. "Investigator." Captain McClure's voyage, 1850-4. Lent by Admiral Sir A. H. Markham.

1453 Headland, Baring Island. Lent by Admiral Sir A. H. Markham.

1454 H.M.S. "Investigator" in the pack.
Lent by Admiral Sir A. H. Markham.

1455 Critical position of H.M.S. "Investigator."
Lent by Admiral Sir A. H. Markham.

1456 H.M.S. "Investigator" running through a narrow channel in a snow storm.
Lent by Admiral Sir A. H. Markham.

1457 Melville Island, from Bank's Land.
Lent by Admiral Sir A. H. Markham.

1458 The Arctic Council, 1850.
Lent by Admiral Sir A. H. Markham.

1459 Sledge parties leaving H.M.S. "Investigator."
Lent by Admiral Sir A. H. Markham.

1460 Sledging over hummocky ice.
Lent by Admiral Sir A. H. Markham.

1461 Sir John Franklin.
Lent by the Royal Naval College Museum, Greenwich.

*1462 Whale Fishing, by Van Salm, 17th Century.
Lent by John Trude Fripp, Esq.

1463. The late Queen Victoria taking over the Arctic ship "Resolute" from the American Government, December 16th, 1858.
Lent by Thos. Ayling, Esq.

*1464 Captain Sir James C. Ross. Engraving by Fox, after Pickesgill, 1850.
Lent by Messrs. Myers and Co.

*1465 Dismasted Greenlander. Etching by S. Prout.
Lent by Frank Emanuel, Esq.

**Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.*

1466 Planular Map of the World, as originally projected in 1824 by J. Steer Christopher (Ship Master), F.S.S.A.L., showing the Great Southern Ice Barrier. Lent by Harry Hall Squire, Esq.

1467 Godhavon-Disco Island. Lent by Admiral Sir A. H. Markham.

1468 Glacier and Inland Ice-Greenland. Lent by Admiral Sir A. H. Markham.

1469 Our first Musk Oxen. Lent by Admiral Sir A. H. Markham.

1470 Winter quarters of "Alert." Lent by Admiral Sir A. H. Markham.

1471 "Alert" in winter quarters. Lent by Admiral Sir A. H. Markham.

1472 Morning prayers, "Alert." Lent by Admiral Sir A. H. Markham.

1473 Ward room, H.M.S. "Albert." Lent by Admiral Sir A. H. Markham.

1474 Lunar haloes. Lent by Admiral Sir A. H. Markham.

1475 Dawn, after a night of 150 days. Lent by Admiral Sir A. H. Markham.

1476 "Alert's" winter quarters. Returning daylight. Lent by Admiral Sir A. H. Markham.

1477 Dawn, "Alert's" winter quarters. Lent by Admiral Sir A. H. Markham.

1478 Floe berg near "Alert's" winter quarters. Lent by Admiral Sir A. H. Markham.

1479 Start of the Northern sledge party. Lent by Admiral Sir A. H. Markham.

1480 The most northern grave in the world. Lent by Admiral Sir A. H. Markham.

1481 Return of the northern sledge party, under Markham. Lent by Admiral Sir A. H. Markham.

1482 The last of the Palaeocrystic Ice. Lent by Admiral Sir A. H. Markham.

1483 The rarest and most inaccessible of flowering plants from the Arctic regions. Lent by Colonel H. W. Feilden.

*1484 Sir John Franklin. Lent by Alfred Pipe, Esq.

1485 Markham's Furthest Lat. 83° 20′ 26″ N. Painted by Beethey. Lent by Admiral Sir A. H. Markham.

1486 Sir Clements R. Markham, K.C.B. By Col. R. G. Woodthorpe, R.E. Lent by the Royal Geographical Society.

1487 The rarest and most inaccessible of flowering plants from the Arctic regions. Lent by Colonel H. W. Feilden.

1488 Sir George Strong Naires, K.C.B., F.R.S., late Commander of the Arctic Expedition, 1874-6, in H.M. ships "Alert" and "Discovery." Lent by Raymond Godfrey, Esq.

1489 Playbill printed on satin, notifying performance of "Taming of the "Shrew" and "The Two Bonnycastles" at the Royal Arctic Theatre. (H.M.S. "Resolute), Nov. 30th, 1853. Lent by the Corporation of Brighton.

1490 Playbill printed on satin, notifying "Soirées Fantastiques," Melville Island, 14th Jan., 1853. Lent by the Corporation of Brighton.

1491 Playbill of a theatrical performance on board H.M.S. "Assistance." Arctic Expedition, 1850. Lent by Geo. Futvoye Francis, Esq.

1492 Westward Ho Valley, in the Polar Regions. Lent by Colonel H. W. Feilden.

1493 Commander G. F. McDougall, R.N., Master of H.M.S. "Resolute," during the voyage in search of Sir John Franklin, 1852-3. Lent by Richard E. C. McDougall, Esq.

1494 Sir John Barrow. Lent by the Royal Geographical Society.

1495 H.M.S. "Resolute" in her winter quarters in the Arctic Regions, 1852-3. Painted by the late Commander G. F. McDougall, R.N. Lent by Richard E. C. McDougall, Esq.

*1496 Sir J. Franklin. Lithograph after Negelin. Lent by Miss Agnes Grace Weld.

1497 Facsimile of record left by the Franklin Expedition in the Arctic Regions, 1847. Lent by the Royal Geographical Society.

1498 Capt. James Fitz James, R.N. Lent by the Royal Geographical Society.

1499 H.M.S. "Terror" (Capt. Sir G. Back's ship) in the ice. Lent by the Royal Geographical Society.

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1500 Capt. Sir Robert McClure, R.N. By S. Pearce, engraved by Scott.
Lent by the Royal Geographical Society.
1501 Capt. Hugh Clapperton, R.N.
Lent by the Royal Geographical Society.
1502 Adm. Sir Leopold McClintock. By S. Pearce, engraved by H. Davis.
Lent by the Royal Geographical Society.
1503 Adm. W. H. Smyth. Lent by the Royal Geographical Society.
1504 Capt. Sir John Ross, R.N. Lent by the Royal Geographical Society.
1505 Autograph letter of Capt. James Ross, R.N., acknowledging Freedom of the City of Bristol, 1797.
Lent by the Corporation of Bristol.
*1506 Scene in Arctic Regions. Ship on Fire, etc. By Bradford.
Lent by Messrs. Sampson Low, Marston, and Co., Ltd.
1507 Playbill (printed on piece of sail) of entertainment held on H.M.S. "Assistance" on Arctic Expedition, Capt. Belcher, 1852.
Lent by the Misses Reid.
1508 Death of Captain Cook. Lent by Lady Hood, of Avalon.
1509 H.M.S. "Endeavour" (Capt. J. Cook's ship).
Lent by the Royal Geographical Society.
1510 H.M.S. "Resolution" (Capt. J. Cook's ship).
Lent by The Royal Geographical Society.
1511 Photograph of the club with which Captain J. Cook was killed in the Sandwich Islands, in 1779, with a facsimile of letter by Sir Joseph Banks. Lent by the Royal Geographical Society.
1512 Copy of the Will of Alexander Selkirk.
Lent by the Royal Naval College Museum, Greenwich.
1513 Petty Officers and crew of the National Antarctic Expedition, 1901-4.
Lent by the Royal Geographical Society.
1514 Officers and Scientific Staff of the National Antarctic Expedition, 1901-4.
Lent by the Royal Geographical Society.
1515 Captain James Cook, R.N. Lent by the Royal Geographical Society.
1516 Death of Captain Cook, by James Webber.
Lent by Admiral Sir A. H. Markham.
1517 Capt. R. F. Scott, R.N., C.V.O.
Lent by the Royal Geographical Society.
1518 Piece of old flower brocade, part of the court dress worn by the wife of Captain Cook. Lent by Frank W. Chisman, Esq.
1519 James Weddell, R.N. Lent by the Royal Geographical Society.
1520 Design for the special medal awarded to Captain R. F. Scott, R.N., Commander of the National Antarctic Expedition. Plaster mould.
Lent by the Royal Geographical Society.
1521 Map of the Arctic regions.
1522 Map of the Antarctic regions.
1523 Tableaux:—
Admiral Markham's "Farthest North."
The fur clothing and boots for the figures in this tableaux have been kindly lent by the National Antarctic Expedition Committee.
The caps have been kindly lent by Messrs. The Jaeger Company, Ltd.
1524 Four-Man Sledge used by Capt. (now Admiral) Sir Leopold McClintock, when he ascertained the fate of Franklin, 1857-8-9.
Lent by Adm. Sir F. L. McClintock, K.C.B.
1525 Eight-Man Sledge (spirit can, cooking apparatus, and knapsack) used by Commander Markham. Expedition, 1875-6.
Lent by the Royal Naval College Museum, Greenwich.
1526 Two Pairs of Snow Shoes. Lent by Adm. Sir A. H. Markham.
1527 Crow's Nest for look-out man used on board H.M.S. "Discovery," Arctic Expedition, 1875.
Lent by the Royal Naval College Museum, Greenwich.
1528 Captain Scott's Sledge used in the Antarctic Expedition, 1901-4.
Lent by Captain R. F. Scott, R.N.
1529 Captain Scott's Tent, used in the Antarctic Expedition, 1901-4.
Lent by Captain R. F. Scott, R.N.
1530 Tent used in the Jackson-Harmsworth Expedition.
Lent by Captain F. G. Jackson.
1531 Sledge used in the Jackson-Harmsworth Expedition.
Lent by Captain F. G. Jackson.

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1532 Pair Ski, used in the Jackson-Harmsworth Expedition.
Lent by Captain F. G. Jackson.

1533 Bear's Head (Polar), shot by the Exhibitor in Franz Josef Land.
Lent by Captain F. G. Jackson.

1534 Cabinet, formerly the property of Captain Cook, R.N. One drawer is fitted for backgammon. The flap lets down to form a writing table, the two top drawers being removed, the centre piece draws out a secret drawer. Lent by Rev. Fanshaw Bingham, M.A.

*1535 Iron Chest with lock and key, formerly belonging to Captain Cook.
Lent by J. Leno, Esq.

*1536 Old Oak Chest, date on it 1649. Was on board the "Endeavour" with Capt. Cook's first voyage of discovery, and belonged to Mr. Banks, or one of his staff. Lent by Joseph Cole, Esq.

1537 Admiral Sir John Franklin. Plaster Medallion.
Lent by the Royal Geographical Society.

1540 Exploring Vessel, Discovery." Built by the Dundee Shipbuilders' Co., Ltd., Dundee, for the National Antarctic Expedition, 1901.
Lent by the Royal Geographical Society.

1541 Implements used in Arctic Expeditions, 1875-1876. 4 Snow Knives, 2 Snow Saws, Ice Axe, Main Spring, Snow Goggles, Flask, Hatched and Claw Hammer combined, 2 Powder Flasks, Snow Goggles, 2 Metal Ladles, Section of Sledge, Cork Shoes, Pemmican Tin, Spirit and Sterine Lamp, 2 Spectacles used for Tent Guides, 1 Metal Crutch Boom Iron. Lent by the Royal Naval College Museum, Greenwich.

1542 Sleeping Bag and Clothing as used by Officers of the Antarctic Ship "Discovery." Lent by Messrs. The Jaeger Co.

1543 Boots worn by officers of the Antarctic ship "Discovery."
Lent by Messrs. the Jaeger Co.

1544 Pair of Boots worn inside Tent at night. Undervest, Pants, Shirt, Cardigan Jacket, and Fleece Blouse worn by Officers of the Antarctic Ship "Discovery." Lent by Messrs. The Jaeger Co.

1545 Samoyed Woman's Garments, brought from Bolshaia, Zundskiga Tinda by the Exhibitor. Lent by Capt. F. G. Jackson.

1546 Articles of Clothing used in the Arctic Expedition, 1875-6. Sealskin Cap, Sealskin Mittens, Pair of Sealskin Gauntlets, with Straps, Pair Snow Boots, Canvas Overall, Check Leather Mocassins, Canvas Gauntlets. Lent by the Royal Naval College Museum, Greenwich.

1547 Model of an Esquimaux Sledge, made chiefly of bone, from the extreme north of Baffin's Bay. Lat. 80°N.
Lent by Adm. Sir F. L. McClintock, K.C.B.

1548 Section of Gear for Seal Stalking.
Lent by the Royal Naval College Museum, Greenwich.

1549 Silk Banner flown on sledge journeys by Captain Scott, R.N.. Antarctic Expedition, 1901-1904. Lent by Captain R. F. Scott, R.N.

1550 Silk Banner flown on sledge journeys by Lieut. Armitage, R.N.R., Antarctic Expedition, 1901-1904. Lent by Lieut. Armitage, R.N.R.

1551 Silk Banner flown on sledge journeys by Lieut. Michal Barne, R.N., National Antarctic Expedition, 1901-1904.
Lent by Lieut. Michal Barne.

1552 Silk banner flown by Lieut. C. R. Royds on sledge journeys, National Antarctic Expedition, 1901-1904. Lent by Lieut. Charles Royds.

1553 Silk Banner flown on sledge journeys by Eng. Lieut. R. W. Skelton, R.N., National Antarctic Expedition, 1901-1904.
Lent by Eng. Lieut. R. W. Skelton, R.N.

1554 Silk Banner flown on sledge journeys by Dr. Wilson. National Antarctic Expedition, 1901-1904. Lent by Dr. Wilson.

1555 Silk Banner flown on sledge journeys by Lieut. E. A. Shackleton, R.N.R., National Antarctic Expedition, 1901-1904.
Lent by Lieut. E. H. Shackleton, R.N.R.

1556 Silk Banner flown on sledge journeys by Lieut. G. F. A. Mulock, R.N., National Antarctic Expedition, 1901-1904.
Lent by G. F. A. Mulock, Esq.

1557 Silk Banner flown on sledge journeys by Mr. H. T. Ferrar, Geologist to the National Antarctic Expedition, 1901-1904.
Lent by H. T. Ferrar, Esq.

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1558 Old Steel Sundial, invented by Commander Loftus, R.N.
Lent by the Royal Geographical Society.

1559 Captain Cook's Cross Staff in case (cut in two pieces.)
Lent by the Rev. F. G. Johnson.

1560 Rear-Admiral Sir John Franklin, Bronze Medallion, executed in Paris by David in 1829, during Sir John Franklin's visit to King Louis Philippe. Lent by Miss Agnes Grace Weld.

1561 **Chronometer by James Murray, of London. Gained first prize at Greenwich, 1824. Used by Capt. Parry on board H.M.S. "Hecla" during the Arctic Voyage, 1824, and on board H.M.S. "Volage" during a voyage of discovery round the world, 1826-29.**
Lent by the Royal Geographical Society.

1562 **Letter of Sir John Franklin, 6th May, 1836, addressed to Rev. Prof. Truman, D.D., R.N. College, Portsmouth, concerning Sir John's chronometer. Lent by R. W. Dyball, Esq.**

1563 Suit of Light Garbadine Wind Coverings, used in the Antarctic Expedition, 1901-4. Lent by Captain R. F. Scott, R.N.

1564 Pair of Finn's Shoes used in the Antarctic Expedition, 1901-4.
Lent by Captain R. F. Scott, R.N.

1565 Pair of Fur Mits. Lent by Captain R. F. Scott, R.N.

1566 Ship's Chronometer (maker, John Arnold) which accompanied Captain James Cook, F.R.S., on his second and third voyage of discovery.
Lent by the Royal Society.

1567 Captain Cook's Chart Rule. Lent by the Rev. F. G. Johnson.

1568 Captain Cook's Cymbals. Lent by Randolph Berens, Esq.

1569 Gun formerly belonging to Alexander Selkirk.
Lent by Mrs. Randolph Berens.

1570 **Candle left by Capt. Sir John Ross, R.N., in the Arctic Regions, near Davis Straits, in 1822. Brought home by Capt. Lee, in 1843.**
Lent by the Royal Geographical Society.

1571 Pocket Compass used by the late Sir James Ross.
Lent by William Foat, Esq.

1572 Pannikin used in the Antarctic Expedition, 1901-4.
Lent by Captain R. F. Scott, R.N.

1573 Sledge Flag used by Commander Markham, Arctic Expedition, 1875-6.
Lent by Admiral Sir A. H. Markham.

1574 Lieut. Beaumont's Sledge Flag used in Arctic Expedition, 1875-6.
Lent by Admiral Sir Lewis Beaumont.

1575 Lieut. Pelham Aldrich's Sledge Flag used in the Arctic Expedition, 1875-6. Lent by Admiral Aldrich.

1576 Lieut. Parr's Sledge Flag, used in Arctic Expedition of 1875-6.
Lent by Rear-Admiral A. A. Chase Parr.

1577 Lieut. Egerton's Sledge Flag used in the Arctic Expedition, 1875-6.
Lent by Rear-Admiral G. A. Egerton.

1578 Lieut. Wyatt Rawson's Sledge Flag used in the Arctic Expedition, 1875-6. Lent by Mrs. Wyatt Rawson.

1579 Flag presented to H.M. Ships "Alert" and "Discovery" by Lady McClintock, and was displayed in Latitude 83° 21′ 26″ North by a sledge party. Presented to the Royal Naval College, Greenwich, by Captain George S. Nares, R.N.
Lent by the Royal Naval College Museum, Greenwich.

1580 Ward Room Plate used on H.M.S. "Alert" in the Arctic Expedition, 1875-6. Lent by Adm. Sir A. H. Markham.

1581 Sledge Staff used by Adm. Markham in the Arctic Expedition, 1875-6.
Lent by Adm. Sir A. H. Markham.

1582 Commander Markham's sledging thermometer, which registered 105 deg. below freezing point (Fahrenheit), the lowest temperature that has ever been recorded.
Lent by Adm. Sir A. H. Markham.

1583 Metal Ladle, which shows the rapacity of a starving Esquimaux dog during the expedition 1875-6. Lent by Col. Feilden, C.B.

1584 Sir John Franklin's walking stick. Left at York Factory, Hudson's Bay, 1819. Lent by Adm. Sir A. H. Markham.

1585 Snow Shoes worn by Sir John Franklin, 1819-20-22.
Lent by the Rev. Canon Wright.

**Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.*

1586 Pair of Mocassins made by Esquimaux women for Sir John Franklin's sister, 1819-22. Lent by the Rev. Canon Wright.
1587 Model of Midshipman's Chest from H.M.S. "Resolute." Lent by Lieut.-Col. C. E. Macdonald.
1588 Relics of Captain Cook, brought home by his comrade, Lieut. Hood. Lent by Lady Hood of Avalon.
1589 Walking Cane, formerly belonging to Capt. Cook. Lent by Mrs. Catherine Lockhart.
1590 Pistol, formerly belonging to Sir James Ross. Lent by William Foat, Esq.
1591 Small Box, formerly belonging to Capt. Cook. Lent by the Rev. W. H. Oxley.
1592 Union Jack, hoisted at the Magnetic North Pole by Sir John Ross's Expedition, June 1st, 1831. Lent by Cecil C. Ross, Esq.
1593 Admiral Sir John Ross, C.B. Miniature portrait on ivory. by John Hayter. Lent by Cecil C. Ross, Esq.
1594 Photographs of Labrador and Ungava, taken by the exhibitor. Lent by Joseph R. Holmes, Esq.
1595 Bear's Head from Paul's Island, St. George's River, Ungava, shot by the exhibitor. Lent by Joseph R. Holmes, Esq.
1595A Snow Shoes and Esquimaux Whip from Fort Chumd, Ungava. Lent by Joseph R. Holmes, Esq.
1596 Burmese War Canoe, 5ft. long, with 22 warriors, including King holding a sceptre arrangement, together with rudder and flag. Lent by R. Wheeler Clarke, Esq.
1597 Model of a Canoe used on theGanges. Lent by R. Wheeler Clarke, Esq.
1598 Original Paddle used by the natives on the Ganges. Lent by R. Wheeler Clarke, Esq.
1599 Tusk of Sword Fish, weighing 9½lbs., 44in. long. Lent by R. Wheeler Clarke, Esq.

YACHTING SECTION.

1600 Model of the "Ophir." Lent by the British and Foreign Sailors' Society.
1601 The Orient Line Steamer "Ophir" as a Royal Yacht. Lent by Fredk. Green, Esq.
1602 The Royal Yacht "Ophir" arriving at Portsmouth, November 1st, 1901, with Duke and Duchess of York, from Australia. Lent by George Pontin, Esq.
1603 The American Schooner Yacht "Ingomar" racing at Cowes, 1904. Lent by George Pontin, Esq.
1604 Mrs. Goelet's American Steam Yacht "Nahma" off Southampton. Lent by George Pontin, Esq.
1605 Arrival of Lord Brassey's Yacht "Sunbeam" in Hobson's Bay, Australia, October 25th, 1895, from England (from the large picture in Lord Brassey's collection). Lent by George Pontin, Esq.
*1606 H.M.S. "Duke of Wellington," 131 guns. By T. G. Dutton. Lent by J. B. Muir, Esq.
*1607 H.M.S. "Marlborough," 131 guns. By T. G. Dutton. Lent by J. B. Muir, Esq.
*1608 "Taeping" and "Ariel" off the Lizard in the great China tea race in 1866. By J. G. Dutton. Lent by J. B. Muir, Esq.
*1609 H.M.S. "Marlborough," 131 guns. By the Rev. H. J. Vernon. Lent by J. B. Muir, Esq.
*1610 "Alfred," East Indiaman, by J. G. Dutton. Lent by J. B. Muir, Esq.
*1611 "Marlborough," 1,450 tons, East Indiaman, by T. G. Dutton. Lent by J. B. Muir, Esq.
*1612 "Mosquito," cutter yacht, by T. G. Dutton. Lent by J. B. Muir, Esq.
*1613 "Blenheim," 1,400 tons, East Indiaman, by J. G. Dutton. Lent by J. B. Muir, Esq.
*1614 "Avalon," cutter yacht, by T. G. Dutton. Lent by J. B. Muir, Esq.

**Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.*

1615 The "Emmetje," Lord Yarborough's Yacht. By Duncan, after Huggins. Lent by Walter Coombs, Esq.
1616 The Fish Market, Amsterdam. Lent by F. L. Emanuel, Esq.
1617 A Three-masted Lugger. Water colour by Brooker. Lent by F. L. Emanuel, Esq.
1618 Shipping off Dordrecht (etching by Backhuizen). Lent by F. L. Emanuel, Esq.
1619 Hull and rigging of H.M.S. "Queen Charlotte," three-decker, 120 guns, and sketch for picture of Royal Embarkation. Lent by the Misses Schetky.
1620 Earl Vane's Yacht "Lotus," in Cowes Roads, 1857. Lent by the Misses Schetky.
1621 **H.M. Training Brig "Martin," the "Victory" and Portsmouth in the distance. By W. Cluet. Lent by Capt. James Menteith Brebner, R.N.**
1622 Fishing and Hunting. By N. Visscher, 1672. Lent by F. Emanuel, Esq.
1623 Dutch Yacht Etching. By C. Groenewegen, 1790. Lent by F. Emanuel, Esq.
1624 Dutch Kat. By C. Groenewegen, 1790. Lent by F. Emanuel, Esq.
1625 Small Craft (three etchings). Lent by F. Emanuel, Esq.
1627 First Steamboat leaving Bristol for America. Lent by H. A. Forse, Esq.
1628 Return of the first Steamboat from America. Lent by H. A. Forse, Esq.
1629 The "Great Western" on her first voyage across the Atlantic. Lent by H. A. Forse, Esq.
1630 The "Great Britain" on her first voyage across the Atlantic. Lent by H. A. Forse, Esq.
1631 Model of proposed Refuge for Goodwin Sands. Lent by Capt. C. A. R. Hoare, Esq.
1632 A little Dutch lighthouse. Etching by A. Waterloo. Lent by F. L. Emanuel, Esq.
1633 Bombardment of Sweaborg, August, 1855, from a painting by G. L. Bridges, of H.M.S. "Geyser." Lent by Owen Fisher Daniel, Esq.
1634 Pass for vessel "Jane," of London, granted 1827 by William IV. Lent by William Dick, Esq.
1635 Pass, dated 1813, for vessel "Maria Christina" to ply between England and France, signed by Emperor Napoleon. Lent by William Dick, Esq.
1636 Battle of Navarino. Pen and ink sketch, twenty minutes after the action had begun, by Lieut. J. H. Boteler, of H.M.S. "Albion." Lent by the Hon. Mrs. Codrington.
*1637 Camp of the Naval Brigade before Sebastopol. W. Simpson—E. Walker. Lent by Capt. Val Duigan.
*1638 Siege of Sebastopol from the new 32-pdr. battery above the left Attack Picquet House. M. A. Biddulph—E. Walker. Lent by Capt. Val Duigan.
1639 Six engravings of H.M. Dockyards. Lent by Capt. G. A. R. Hoare.

Collection of Pictures, Engravings, etc., Nelson Period and Miscellaneous, exhibited in rooms adjoining the Yachting Section.

*1640 Capt. Sir Edward Berry, of the Vanguard. Lent by Dr. R. W. Lloyd.
*1641 George St. Lo., Esq. Lent by Dr. R. W. Lloyd.
*1642 Adm. Lord Viscount Hood. Lnet by Dr. R. W. Lloyd.
*1643 Admiral Ruyter. Lent by Dr. R. W. Lloyd.
*1644 Admiral Opdam. Lent by Dr. R. W. Lloyd.
*1645 Commodore Sir S. Hood. Lent by Dr. R. W. Lloyd.
*1646 Sir Francis Drake. Lent by Dr. R. W. Lloyd.
*1647 Admiral Cornelius De Witte. Lent by Dr. R. W. Lloyd.
*1648 Vice-Admiral Sir S. Hood. Lent by Dr. R. W. Lloyd.
*1649 Design for a Monument to perpetuate the memory of Lord Nelson, by Geo. Balliset, 1808. Lent by J. B. Muir, Esq.
*1650 H.M.S. "Prince," by E. W. Cooke, R.A. Lent by F. Emanuel, Esq.

**Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.*

1651 Capture of "La Minerve," water-colour, by Porter.
Lent by Lord Ellenborough.

1652 Capture of "La Minerve," water-colour, by Porter.
Lent by Lord Ellenborough.

1653 Admiral Collingwood's despatch, reporting the battle of Trafalgar, as published in the "Times."
Lent by Admiral Sir A. H. Markham.

*1654 Death of Nelson, by Davis. Engraved by Bromley.
Lent by Thomas Davidson, Esq.

*1655 A design for a monument to perpetuate the memory of Lord Nelson, published by Colnagi, of Cockspur Street, 1806.
Lent by James Bristow, Esq.

1656 Trafalgar, etching by E. di S. Martino.
Lent by M. F. Moresby, Esq.

1657 Trafalgar, etching by E. di S. Martino.
Lent by M. F. Moresby, Esq.

*1658 The battle of the Nile.
*1659 Lord Howe's victory.
*1660 Lord St. Vincent's victory.
*1661 Lord Duncan's victory.
} Vignette portraits of officers engaged in each battle, engraved by Bowyer, Historic Gallery, 1803.
Lent by Miss E. West.

1662 The "Victory" after Trafalgar. Lent by Admiral Sir A. H. Markham.

1663 "Euryalus" towing the "Royal Sovereign" after Trafalgar.
Lent by Admiral Sir A. H. Markham.

*1664 In commemoration: June 1st, 1794, by Smyrke, R.A., engraved by W. Bromley and L. Landseer, portraits by Lenney.
Lent by Thomas Gabriel Daniel, Esq.

1665 Transcript of Nelson's letter, published by Tomkins, Jan. 1799.
Lent by L. L. Bloomfield, Esq.

1666 Trafalgar, etching, by E. di S. Martino.
Lent by M. F. Moresby, Esq.

1667 Trafalgar, etching, by E. di S. Martino.
Lent by M. F. Moresby, Esq.

*1668 The Grand Fleet clearing the Land's End, 1794.
Lent by Messrs. Myers and Co.

*1669 Lord Nelson and Thomas Hardy. Lent by F. Cook, Esq.

1670 Photograph from picture of Spithead, with H.M.S. "Victory," and other Old Battleships. Lent by the Misses Schetky.

*1671 Plan of the Danish Line of Defence before Copenhagen, and of the attack made upon it on the 2nd of April, 1801, by the British squadron, under the command of Vice-Admiral Lord Nelson. Pen and ink sketch by D. Tucker, August 1st, 1801.
Lent by Benjamin Angwin, Esq.

*1672 Funeral Car of Lord Nelson. Lent by Dr. R. W. Lloyd.

*1673 Fairbairn's plan of Lord Nelson's victory over the combined fleet off Trafalgar, Oct. 21st, 1805, with descriptive letterpress.
Lent by Messrs. Myers and Co.

1674 Lord Nelson's Coffin, original print by E. Ackermann, showing all the plates. The coffin was made by Mr. Chittenden, under the direction of Mr. France, of Pall Mall. Lent by George France, Esq.

*1675 Battle of Trafalgar, 1805, by Stansfield. Lent by J. B. Muir, Esq.

*1676 Victory towed into Gibraltar after the battle, by Stansfield.
Lent by J. B. Muir, Esq.

1677 Plan of the Battle of Copenhagen. Lent by Lady Hood, of Avalon.

1678 Map showing the relative positions of the fleets to the coast. October 21, 1805. Lent by H. Weigall, Esq.

1679 The plan of the attack of Lord Nelson on the combined fleets, Oct. 21, 1805. Issued in 1806. Lent by H. Weigall, Esq.

1680 Admiral Nelson recreating with his crew after the Battle of the Nile. Lent by E. H. Buck, Esq.

*1681 Death of Lord Nelson, etched by S. Drummond, 1809.
Lent by J. B. Muir, Esq.

*1682 "Victory" in Portsmouth Harbour, 1830, by E. W. Cooke.
Lent by J. B. Muir, Esq.

**Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.*

*1683 to 1686 Nelson's funeral. Lying-in-state at Greenwich Hospital. Bringing up body on barge to London. Funeral car outside St. Paul's. Funeral ceremony under dome inside Paul's. Four engravings by Pugin. Lent by Messrs. Myers and Co.

1687 The proposed Nelson Column Great Yarmouth, etchings, by J. S. Cotman. Lent by the Corporation of Great Yarmouth.

*1688 Lieut. Nelson, volunteering to board a prize in a violent gale, Nov. 20th, 1777. Lent by Messrs. Collingridge, Bros.

*1689 The "San Josef" and "San Nicholas" carried by boarding, Feb. 14th, 1797. Lent by Messrs. Collingridge, Bros.

*1690 Rear-Admiral Nelson's conflict in his barge with a Spanish launch, night of 3rd July, 1797. Lent by Messrs. Collingridge, Bros.

*1691 Sir Horatio Nelson when wounded at Teneriffe, night of July 24th, 1797. Lent by Messrs. Collingridge Bros.

*1692 Baron Nelson's victory at Abcukir Bay, Aug. 3, 1798. Lent by Messrs. Collingridge Bros.

1693 Death of Nelson. Officers and men carrying him down to the cockpit. Print. Dated October, 1809. Lent by Maurice Grant, Esq.

*1694 Battle of Trafalgar, by Stansfield, engraved by Millar. Lent by W. Cook, Esq.

1695 The proposed Nelson Column, Great Yarmouth, etching by J. S. Cotman. Lent by the Corporation of Great Yarmouth.

1696 Commemoration Plate, published by Tomkins, Nov., 1805. Lent by L. L. Bloomfield, Esq.

*1697 Portsmouth Harbour, with H.M.S. "Victory," after J. M. W. Turner. Lent by Miss I. I. L. Jay.

1698 H.M.S. "Victory," 1832, in Portsmouth Harbour. by John Tobin. Lent by Keith W. Murray, Esq.

1699 Lines in Memory of Nelson. Lent by C. J. FitzGerald, Esq.

1700 Study for Picture of Battle of Trafalgar. Lent by the Misses Schetky.

1701 H.M. Frigate "Shannon," Captain Broke, taking her prize U.S. Frigate "Chesapeak" into Halifax Harbour, June 1st. 1813, Lithograph (signed proof). Lent by the Misses Schetky.

1702 "Common Hard," Portsmouth, 1837. Lithograph, by G. P. Reinagh. Lent by the Misses Schetky.

1703 The Mariners' School, old Dutch print. Lent by F. Emanuel, Esq.

1704 Thomas Goble, Secretary to Capt. Hardy and Secretary to the Fleet after Scott was killed. Crayon from Ben. West's original picture. Lent by Edgar Goble, Esq.,

1705 Captain Marryat, R.N. (novelist), crayon drawing, by Alexander Blaikley. Lent by A. Blaikley, Esq.

1706 H. E. I. Co.'s steam Frigate, "Ferooz," Lord Elgin's headquarter ship when he was British Plenipotentiary and Envoy Extraordinary to the Court of Pekin. China War, 1860-61. Lent by Edwin Dawes, Esq.

*1707 Queen Boadicea brought captive to Amadeo. Lent by Thomas Gabriel Daniel, Esq.

*1708 Shipping watercolour, by Dominique Serres. Lent by John Trude Fripp, Esq.

*1709 View of French raft for the invasion of England, 1798. Lent by W. W. Smith Wood, Esq.

1710 Old print of 20th May, 1797, offering reward of 10 guineas for the apprehension of anyone who distributed seditious handbills. Copy of Seditious Handbill. Lent by the Officers' Mess, R.M. Barracks, Plymouth.

*1711 The old Look-out Fishing Station, Winterton, near Great Yarmouth (water-colour). Lent by Will Perry, Esq.

*1712 The old Mill at Winterton. A landmark for 200 years, blown down 1902 (water-colour). Lent by Will Perry, Esq.

1713 The little Boat Builder, by H. Ward. Lent by Mrs. E. M. Ward.

1714 Foundering of the Australian screw steamer "London" in the Bay of Biscay, 11th January, 1866. Lent by Messrs Spiers and Pond, Ltd.

1715 Lines in memory of the "Shannon" and "Chesapeak." Lent by T. G. Middlebrook, Esq.

**Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.*

1716 Engagement and operations in the Baltic, during the Russian War in 1855, by H.M.S. "Magicienne" (Capt. Nicholas Vansittatt, R.N.), "Arrogant" (Capt. Yelverton, R.N.) and Gun Boat "Ruby" (Lieut. Hale, R.N.), lithograph, by Day and Son. Drawings by Commander H. B. King, R.N., H.M.S. "Magicienne."
Lent by Owen Fisher Daniel, Esq.

1717 Engraving of genealogical tree of British Naval victors.
Lent by T. G. Middlebrook, Esq.

1718 East Indiamen (1780). By R. Dodd and C. Morrison.
Lent by the Earl of Glasgow.

1719 "Shannon" commencing the battle with the "Chesapeak." By J. C. Shetky. Lent by T. G. Middlebrook, Esq.

*1720 Hull of a warship. By W. Van de Velde.
Lent by John T. Fripp, Esq.

1721 Encampment of Henry VIII. before Portsmouth (engraving).
Lent by the Society of Antiquaries of London.

1722 The "Rising Star." Application of screw propeller for war purposes.
Lent by the Earl of Dundonald.

1723 Sir George Walton's celebrated despatch (copy).
Lent by the Rev. A. L. Onslow.

1724 American Pass, claiming exemption from English Press Gang, 1807.
Lent by Walter Coombs, Esq.

1725 Lines in memory of the "Shannon" and "Chesapeak."
Lent by T. G. Middlebrook, Esq.

1726 Commission given to the Captain of the Alceste by the Directory of the French Republic, 1798. Lent by Admiral Sir A. H. Markham.

1727 East Indiamen (1780). By R. Dodd and C. Morrison.
Lent by the Earl of Glasgow.

1728 Shipping. Two etchings by Stefano della Bella.
Lent by F. Emanuel, Esq.

*1729 The Island of St. Helena (1754).
Lent by Miss C. L. Johnstone.

1730 Leith Smack passing the Bass Rock, Firth of Forth. "Eantallon Castle" in the distance. These vessels, reputed the fastest craft afloat before the introduction of steam, plied between London and Leith with passengers and cargo, and often had smart skirmishes with the privateers. Lent by the Misses Schetky

*1731 Man of War, 17th Century. Lent by Adolphe Ragon, Esq.

1732 Dutch Man of War, etching by Zeeman.
Lent by F. L. Emanuel, Esq.

*1733 The Castle of Truedas, in the Archipelago.
Lent by J. T. Fripp, Esq.

*1734 H.M.S. "Royal George." Published by Wallis.
Lent by Frank T. Sabin, Esq.

*1735 The Naval Brigade before Sebastopol.
Lent by Capt. Val Duigan.

1736 Mediterranean Trading Brig, "Beckford," painted at Ancona in 1784 by E. Telak, jun. Interesting as compared with Mediterranean trader of present day. Lent by Henry Gowan, Esq.

*1737 Capture in March, 1813, of four American privateers by five British boats, belonging to Admiral Sir John Warren's squadron, in the Rappahannock River, U.S.A., after a pull of fifteen miles. By T. L. Hornbrook. Lent by Albert Robert Newman, Esq.

*1738 Fort St. George, Madras (1754). Lent by Miss C. L. Johnstone.

*1739 Attack of the Dalla Stockade by the Combined Forces, 4th Sept., 1824.
Lent by Messrs. Collingridge Bros.

1740 Dutch vessels in a breeze (etching by F. Kobell, 1778).
Lent by Frank L. Emanuel, Esq.

1741 Vanguard Sailing Ship "Commodore Willis." Coloured Print.
Lent by T. Henry Baylis, K.C., V.D.M.A.

*17-2 Queen Victoria's Funeral, at Portsmouth.
Water-colour. Lent by the artist, Nigel B. Severn, Esq.

*1743 Battle of Trafalgar, by Miller, after Turner.
Lent by Miss C. L. Johnstone.

1744 Earl St. Vincent (age 83), sketch by Sir F. Chantrey.
Lent by Lieutenant-Colonel Edmund Palmer.

Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.

*1745 Monument to men and officers of Naval Brigade who fell before Sebastopol. Lent by Capt. Val Duigan.
1746 Lord Ed. Russell as a Midshipman. Lent by Rev. E. F. Russell.

Illustrating the Life of Nelson, proof engravings.

*1747 Rear-Admiral Nelson's conflict, in his barge, with a Spanish launch, night of July 3rd, 1797. Lent by Dr. R. W. Lloyd.
*1748 Nelson boarding the "San Nicholas," February 14th, 1797. Lent by Dr. R. W. Lloyd.
*1749 Trafalgar. Opening of the battle. Lent by Dr. R. W. Lloyd.
*1750 Trafalgar. Close of the battle. Lent by Dr. R. W. Lloyd.
*1751 Nelson at the Nile. Lent by Dr. R. W. Lloyd.
*1752 Nelson at Copenhagen. Lent by Dr. R. W. Lloyd.
*1753 Nelson wounded at Teneriffe, July 24th, 1797. Lent by Dr. R. W. Lloyd.
*1754 Nelson and the bear. Lent by Dr. R. W. Lloyd.
*1755 The Parsonage, Burnham Thorpe, Nelson's birthplace. Lent by Dr. R. W. Lloyd.
*1756 Allegorical group. Immortality of Nelson. Lent by Dr. R. W. Lloyd.

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*1757 Battle between the English and Dutch Fleets, 1666. (Engraving, dated 1673). Lent by Miss C. L. Johnstone.
*1758 Battle between the English and Dutch Fleets, 1666. (Engraving, dated 1673). Lent by Miss C. L. Johnstone.
1759 Costumes of Royal Navy, 1820. Lent by Messrs. Gieve, Matthews and Seagrove, Ltd.
*1760 Shipping by Dominique Serres. Lent by John T. Fripp, Esq.
*1761 "Delemeatio abitus Magnæ Brittanniæ Reginæ ex Hollandi in Angliam." 29th January, 1643. Lent by Frank T. Sabin, Esq.
*1762 Shipping, by Van de Velde. Lent by John T. Fripp, Esq.
1763 Wreck of H.M.S. "Jasper." Lent by O. R. Fabian, Esq.
*1764 Admiral Sir Richard Goodwin Keats, G.C.B., Governor of the Royal Hospital, Greenwich. Engraved by W. Ward, after J. Jackson, R.A. Lent by Samuel Ball Beresford, Esq.
1765 Naval Hospital, Halifax, Nova Scotia, 1785. By John Tobin. Lent by Keith W. Murray, Esq.
1766 The loss of the "Fame," East Indiaman, by fire, 2nd February, 1824. Lent by the Rt. Hon. the Secretary of State for India.
*1767 British Fleet off Rye to oppose the Armada. Engraving. Lent by Miss C. L. Johnstone.
*1768 Sectional View of the Leviathan "Great Eastern," by Abington. Lent by J. B. Muir, Esq.
*1769 to 1772 Nelson's Funeral. Lying in State at Greenwich Hospital. Bringing up body on barge to London. Funeral car outside St. Paul's. Funeral ceremony under dome, inside St. Paul's. Four coloured engravings by Pugin. Lent by Percy J. Burr, Esq.
*1773 The Dutch Fleet defeated on the afternoon of the 11th October, 1797, showing the flagship of Admiral De Winter dismasted, and on the point of surrendering to the British Admiral, with views of the other prizes. Painted and engraved by Robert Dodd. Lent by Joseph Grego, Esq.
*1774 Sir Chas. Thompson, by Gainsborough, engraved by Earlom. Lent by Messrs. Myers and Co.
1775 Sir William Sidney Smith, K.C.B., and Siege of Acre. Lent by Miss Edith Hook.
*1776 Lieut.-Gen. Sir Robert Boyd, K.B., Lieutenant Governor of Gibraltar, date 1789. Lent by W. W. Smith Wood, Esq.
1777 Earl St. Vincent. Lent by Mrs. Willis Bund.
1778 Longitudinal Section of H.M.S. "Marlborough," first rate line of Battle Ship. 131 guns, with screw propeller and auxiliary steam power. By C. L. Pickering. Lent by Samuel H. Cooper, Esq.

**Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.*

1779 James Sharman, late keeper of the Nelson Monument. He was present at the Battle of Trafalgar, and assisted in carrying the dying Nelson to the cockpit. He is believed to be the original Ham Peggotty in "David Copperfield."
Lent by the Corporation of Great Yarmouth.

1780 Decorations and medals, presented to William, 7th Earl of Northesk, for the Battle of Trafalgar. (Engraving).
Lent by Mrs. Willis Bund.

1781 Fire ships among the Spanish Armada off Calais, 1588.
Lent by Adolphe Ragnon, Esq.

*1782 Fire in Devonport Dockyard on 27th of September, 1840, framed in part of the timbers of the "Talavera" (74 guns), which was burnt on this occasion. Lent by J. C. Thorne, Esq.

1783 Plan for the raising of H.M.S. "Royal George," by W. Tracey, 1782.
Lent by Admiral Sir James E. Erskine.

1784 Arab Brig, 1853. Lent by the Earl of Glasgow.

*1785 View of the Town and Harbour of Portsmouth, with H.M. Fleet under sail, dated 1755. Lent by Messrs. Collingridge Bros.

1786 Jack in a box at the theatre (coloured print).
Lent by Henry Palmer, Esq.

1787 Coat of Arms of Admiral Sir Sidney Smith, K.C.B.
Lent by Miss Edith Hook.

1788 Capt. Joseph Marrett. Lent by Miss L. G. S. Prichard.

1789 View of the Royal Naval Hospital, Plymouth.
Lent by the Plymouth Royal Naval Hospital.

1790 View of the Royal Naval Hospital, Plymouth.
Lent by the Plymouth Royal Naval Hospital.

1791 Critical Moment at Tamai, original drawing by F. Villiers.
Lent by E. Almack, Esq.

1792 Poster, date beginning of last century. God save the King. "Spanish Dollar Bags. Doubloons. My lads, the rest of the Galleons with the treasure from La Plata are waiting half loaded for the arrival of those from Peru or Panama. Such a chance perhaps will never occur again. The sooner you are on board the better. None need apply but Seamen or Stout Hands able to carry a hundred-weight of Pewter without stopping, at least 3 miles." Lent by L. C. Norris, Esq.

1793 An engraved address of congratulation to Sir N. Dance and his brother officers from the Society of East India Commanders, including Dance's official report on the engagement.
Lent by the Right Hon. the Secretary of State for India.

1794 Commemoration of October 11th, 1797.
Lent by Mrs. I. Byard Clayton.

1795 Document conferring Coat of Arms on Sir Robert Seppings.
Lent by Captain H. S. Harrison.

1796 Battle of La Hogue Lent by Col. Moore Brabazon.

1797 Sortie by the Garrison of Gibraltar on the morning of the 27th November, 1781. Lent by E. H. Buck, Esq.

1798 The crew of H.M.S. "Guardian" endeavouring to escape in the boats.
Lent by Randolph Berens, Esq.

*1799 } Battle Ship "Hercules." Two views, time of Henry VIII. On the back
*1800 } of the old canvas of the Bow may be seen the Government Duty Stamp, which verifies the date of the paintings.
Lent by Henry J. Murcott, Esq.

1801 Improvements effected by Sir Robert Seppings in the interior of his ships. Engraving. Lent by Captain H. S. Harrison.

*1802 Naval Picture and Code of Flags of the British Empire, worked in wool and silk. Lent by Thomas H. Ford, Esq.

*1803 Warship's Hull. Drawing. By Willem Van de Velde.
Lent by H. P. Gilbert, Esq.

1804 The "Great Britain," launched by Prince Albert in 1843.
Lent by Messrs. Charles Hill and Sons.

*1805 Vessels in a Gale entering Ramsgate Harbour, by Duncan, after J. Huggins. Lent by William Foat, Esq.

*1806 View of interior of midshipman's berth, 1812.
Lent by W. W. Smith Wood, Esq.

**Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.*

1807 H.M.S. "Mars," 74 guns, and H.M. Frigate "Pique." Two sketches of the sterns. Taken while "Mars" was being broken up, 1835.
Lent by the Misses Schetky.

1808 The Spanish Ship "Santissima Trinadad" after the battle off Cape St. Vincent. Lent by the Misses Schetky.

1809 Sketch for Picture of Embarkation of H.M. George IV., at Kingston Pier, Ireland, September 3rd, 1821. Lent by the Misses Schetky.

1810 Bombardment of Algiers on 27th August, 1816.
Lent by Col. H. Paterson.

1811 H.M.S. "Ajax" in the Dardanelles. Lent by Colonel Moore Brabazon.

1812 Old Types of Warships. Lent by James Moore, Esq.

1813 William, Earl of Northesk. Print. Lent by Percy Smith, Esq.

*1814 Paul Jones shooting a sailor who attempted to strike his colours in an engagement. Lent by Frank T. Sabin, Esq.

1815 Loss of the R.M.S.P. steamer "Isis" on the 9th October, 1842. Painted by Mr. Huggins from a sketch made at the time by Surgeon J. Johnson of the R.M.S.P. steamer "Medway."
Lent by The Royal Mail Steam Packet Co.

*1816 H.M.S. "Orion," 91 guns, by T. G. Dutton.
Lent by J. B. Muir, Esq.

1817 New Types of Warships. Lent by James Moore, Esq.

1818 Ketch with Sails. Drawing by W. Van de Velde.
Lent by H. P. Gilbert, Esq.

1819 Warship's hull, by William Van der Velde.
Lent by H. P. Gilbert, Esq.

*1820 Submission of "Cléopatra." Lent by Admiral Sir James E. Erskine.

*1821 Vessels in a hurricane off Port Louis.
Lent by William Foat, Esq.

*1822 Scene on the quarterdeck of H.M.S. "Bull-dog."
Lent by Messrs. Myers and Co.

1823 Race between Maori War Canoes, New Zealand. Chief's name, Maitti, of Maungatapu. By Lieut. Rolley. Lent by Charles Sidney, Esq.

1824 The Death of Lord Robert Manners. Lent by the Earl of Glasgow.

1825 H.M.S. "Shannon" carrying by boarding the American frigate "Chesapeake." By Schetky. Lent by T. G. Middlebrook, Esq.

*1826 Galère Genoise, engraved by Gaet. Canali, circa XVII. cent.
Lent by Samuel Ball Beresford, Esq.

*1827 Plan of Chatham Dockyard, with shipping. 1775.
Lent by Messrs. Myers and Co.

*1828 Plan of Woolwich Dockyard, with shipping. 1775.
Lent by Messrs. Myers and Co.

*1829 Plan of Sheerness Dockyard, with shipping. 1775.
Lent by Messrs. Myers and Co.

1830 Action of "Mars" and "Hercule." Captain Hood. By Pocock.
Lent by Lady Hood, of Avalon.

1831 "St. Jean D'Acre." Sailing and Steamer.
Lent by Lieut.-Col. T. Henry Baylis, K.C., V.D.M.A.

1832 Fatshan Creek (coloured engraving). By O. W. Brierly.
Lent by Messrs. Gieve, Matthews, and Seagrove, Ltd.

1833 Fatshan Creek, Naval Boat Engagement. By O. W. Brierly.
Lent by James Moore, Esq.

1834 Anglo-French Squadron attacking Forts. River Dnieper.
Lent by James Moore, Esq.

*1835 "Great Western" steamship taking her departure from Bristol, by J. Walters. Lent by J. B. Muir, Esq.

1836 View of Chatham Dockyard. By Canot, after R. Paton.
Lent by the Plymouth Royal Naval Hospital.

*1837 "Victoria" steamship, built in Hull and launched upon the Accession of the late Queen, June 20th, 1837. By Ward.
Lent by J. B. Muir, Esq.

1838 Review of the Fleet at Spithead by H.M. Queen Victoria, during the visit of the Sultan of Turkey, 1867.
Lent by the Misses Schetky.

*1839 Federal Steam Raft "Monitor," compared with "Cupola," designed by Captain Cowper Coles in 1855. By T. G. Dutton.
Lent by J. B. Muir, Esq.

**Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.*

*1840 The Fire in Devonport Royal Dockyard in 1840. The oak frame of the picture is made from a portion of H.M.S. "Windsor," 74 guns, which was partially destroyed. Two other ships, a Line of Battle Ship and a Frigate, were completely destroyed. By Thomas Hombrook, Marine Painter, to William IV. and the late Queen on her Accession.
Lent by A. R. Newman, Esq.

1841 H.M.S. "Shannon" leading her prize, the "Chesapeak,' into Halifax Harbour. By Schetky. Lent by T. G. Middlebrook, Esq.

*1842 Galera Veneta, engraved by G. M. Merlo, circa XVII. cent.
Lent by Samuel Ball Beresford, Esq.

1843 English Transports embarking military effects (engraved by Beaujean).
Lent by Frank Emanuel, Esq.

1844 Captain Denham verifying Lieut. Hutchinson's signal that the lead had reached the bottom in 7,706 fathoms, or 8¾ miles, lat. 37.5, long. 37 W. By Glen Wilson. "Herald's" Voyage, 1852. Captain (the late Admiral Sir Henry Denham).
Lent by Mrs. A. Denham.

1845 Sebastopol in all its Glory, 1848. By Whittock.
Lent by James Moore, Esq.

1846 Panoramic View of entrenched positions of the allied armies of England and France before Sebastopol.
Lent by James Moore, Esq.

1847 H.M. Frigate "Pique," Captain Rous, showing condition of hull on her celebrated voyage home from Labrador, 1835. Four lithographs.
Lent by the Misses Schetky.

1848 Man-of-War with apparatus to hoist its foremast.
Lent by Adolphe Ragon, Esq.

1849 Neapolitan Barque at anchor. Lent by Adolphe Ragon, Esq.

1850 Dutch Cutter at anchor. Lent by Adolphe Ragon, Esq.

*1851 Shipping, by W. Van de Velde the younger.
Lent by J. T. Fripp, Esq.

1852 Bombardment of Algiers, 27th August, 1816.
Lent by John Mackay, Esq.

1853 Bombardment of Algiers, 27th August, 1816.
Lent by John Mackay, Esq.

1854 Landing of the British Troops in Egypt. Lent by Miss Edith Hook.

1855 Launch of the R.M.S.P. steamer "Forth," 1,940 tons, at Leith, on the 22nd May, 1841. By Duncan, after Carmichael.
Lent by the Royal Mail Steam Packet Co.

1856 Stern of Ships. Lent by Messrs. Gieve, Matthews, and Seagrove, Ltd.

1857 Prison Ship in Portsmouth Harbour. Etched by E. W. Cooke, R.A.
Lent by F. Emanuel, Esq.

*1858 Engagement between the British Fleet and the Spanish Armada, off the Isle of Wight, 25th July, 1588.
Lent by Messrs. Collingridge Bros.

1859 Dutch Ships close hauled. Lent by Adolphe Ragon, Esq.

1860 Trial of the "Devastation." Ironclad in a gale.
Lent by M. F. Moresby, Esq.

1861 A Fresh Gale. Dutch Shipping. Lent by Adolphe Ragon, Esq.

1862 The Blood-stained Ruins of Sebastopol, 1855.
Lent by James Moore, Esq.

1863 Fishing Boats in a Gale, in the North Sea, by Barlow Moore.
Lent by Frederick K. Tate, Esq.

*1864 View of Deptford Dockyard, with shipping. By Woollett, after R. Paton. Lent by Messrs. Myers and Co.

1865 Seaports of Great Britain (eight views).
Lent by W. Coombs, Esq.

*1866 Henry VIII. embarking at Dover for Calais, 1520, by S. H. Grimm, after Holbein. Lent by J. B. Muir, Esq.

*1867 Paddle Steamer "Chieftain." Lent by Henry Gowan, Esq.

1868 Model of old Ship of War. The Union Jack indicates that it is a Model built before union with Ireland in 1801, as the St. Patrick's Cross is absent. Lent by Mrs. Joseph Humphrey.

*1868A Model of a 120-gun line of battleship built at Chatham between 1808 and 1827. The model probably represents the "Prince Regent."
Lent by Mrs. A. Edenborough.

**Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.*

DRAWINGS EXHIBITED IN THE ENTRANCE LOBBY TO "WITH THE FLEET."

Collection of Black and White Drawings, lent by the Proprietors of "The Graphic."

*1869 The Town of Dalny. By H. Penton.
*1870 Bird's Eye View of Port Arthur from the Eastern Heights. By H. G. Brewer.
*1871 Start from Dover for the Heligoland Cup. By Chas. Dixon, R.I.
*1872 The Eighth Naval Battle off Port Arthur. By D. B. Waters.
*1873 Survivors of the North Sea Disaster rescued by the Trawler "Salvia." By Chas. Dixon, R.I.
*1874 A Cricket Match on Board a Battleship. By H. M. Paget.
*1875 The Gamecock Fleet on the Dogger Bank fired on by the Baltic Fleet. By Chas. Dixon, R.I.
*1876 Sinking of the "Petropavlovsk." By F. Blanchard.
*1877 Thanksgiving Service for Escape from the Japanese on Board the Russian Cruiser "Askold." By H. M. Paget.
*1878 Night Attack at Port Arthur. By Chas. Dixon, R.I.
*1879 Honour to a Jap. Veteran on Board the "Manchu Maru." By H. M. Paget.
*1880 Arrival of the King and Queen of Portugal at Portsmouth. By Chas. Dixon, R.I.
*1881 Bombardment of Port Arthur, as seen from a Passenger Steamer. By Chas. Dixon, R.I.
*1882 Motor Boat Race in the Solent. Lent by Chas. Dixon, R.I.
*1883 Japanese Nearing Port Arthur. By H. C. Brewer.
*1884 Launch of the Cruiser "Black Prince." By Chas. Dixon, R.I.
*1885 Submarine firing Torpedo before the King at Portsmouth. By Chas. Dixon, R.I.
*1886 Russian Sailor reading news of the War on Board a Battleship at Port Said. By F. Waugh.
*1887 Quarterly Pay Day in Harbour. By F. Waugh.
*1888 Bird's Eye View of Port Arthur. By H. Penton.
*1889 The Capture of Illig, Somaliland. By F. Waugh.
*1890 "Out Torpedo Nets." By Frank Brangwyn, A.R.A.
*1891 The Japs are coming. By D. B. Waters.
*1892 "Making ready the Baltic Fleet." By D. B. Waters.
*1893 Liberty Men Ashore at Gibraltar watching the Races. By F. Waugh.
*1894 Torpedoing the "Cesarevitch." By Chas. Dixon, R.I.
*1895 Japanese Naval base in the Elliott Islands. By Chas. Dixon, R.I.
*1896 Return of the Victors. By N. Wilkinson.
*1897 Opening Day of the Cowes Week. By Charles Dixon, R.I.
*1898 Cowes illuminated at night. By Charles Dixon, R.I.
By Charles Dixon, R.I.

Collection of Black and White Drawings. Lent by the Proprietors of "The Sphere."

*1899 The Great Arsenal of the North Elswick Works, as seen from the Tyne. By Thomas M. Henry.
*1900 The Great Atlantic Ferry. An Ocean Greyhound approaching the quay at Liverpool. By Charles Wyllie.
*1901 The Ancient Custom of the Navy saluting the quarter-deck in the present. By Percy F. S. Spence.
*1902 The Imperial Yacht "Hohenzollern" leaving Port Victoria. By Charles Wyllie.
*1903 How a sailor begins his day's work. Scene on board H.M.S. "Trafalgar." By Percy F. S. Spence.
*1904 The Naval Manœuvres—Coaling H.M.S. "Trafalgar." By Percy F. S. Spence.
*1905 The Naval Manœuvres—Commander reading out the stations in time of battle. By Percy F. S. Spence.
*1906 The Naval Manœuvres—A ship's company sitting down to tea. By Percy F. S. Spence.

**Those pictures &c., marked with an asterisk are for sale. For prices apply to the Curator in the Gallery.*

*1907 The Naval Manœuvres—Manning the fighting tops. By Percy F. S. Spence.
*1908 King Edward's visit to Malta—the welcome in Grand Harbour. By Charles Wyllie.
*1909 Launch of the "Duncan" at Blackwall. By Charles Wyllie.
*1910 The Mining Experiments off Portsmouth. "How to blow a whole squadron of ships in the air." By Charles Wyllie.
*1911 The Import of Sugar at the London Docks. By Charles Wyllie.
*1912 The Home Coming of Sir Redvers Bull)er in the "Dunvegan Castle." By Charles Wyllie.
*1913 The Oxford and Cambridge Boat Race. By Charles Wyllie.
*1914 The Building of H.M.S. "Duncan." By Charles Wyllie.
*1915 The Ancient Custom in the Navy. Saluting the quarter-deck in the past. By Percy F. S. Spence.
*1916 King Edward on board the "Victory," viewing the spot where Nelson fell. By Arthur Garratt.
*1917 London Town in the early morning, as viewed from a balloon. By Charles Wyllie.
*1918 The Seaborne Fish Traffic at Billingsgate. By Charles Wyllie.
*1919 The passing of H.M.S. "Albion." By Charles Wyllie.
*1920 Unloading Oranges at Fresh Wharf. By Charles Wyllie.
*1921 President Loubet's Arrival at Dover. The French Cruiser "Guichen." By Charles Wyllie.
*1922 The "Renown," 12,300 tons—the Flagship in the Mediterranean. By Charles Wyllie.
*1923 King Edward's visit to Gibraltar. The Royal Yacht approaching the Rock. By Charles Wyllie.
*1924 Christmas at Sea. "Please report us." An incident on the Grand Banks. By W. T. Aylward.
*1925 How the Sailor ends his day's work. "All hands to bathe." By Percy F. S. Spence.
*1926 The Naval Manœuvres—firing 6-inch gun on the battery deck. By Percy F. S. Spence.
*1927 The New Naval Volunteer Drilling. Quick-firers on H.M.S. "President" at Millwall. By C. H. Taffs.
*1928 Sunday Morning at Sea. Church parade on H.M.S. "Royal Oak." By Sheldon Williams.
*1929 A Fire at Sea on a Modern Passenger Steamer—taking to the boats. By Charles Wyllie.
*1930 The Antarctic Expedition Vessel "Discovery" being examined for a leak at Cape Town. By Percy F. S. Spence.
*1931 The Harbour at Dover on which naval millions of money are being expended. By Charles Wyllie.
*1932 The Naval Manœuvres—bird's eye view of B Fleet. By Charles Wyllie.
*1933 H.M.S. "Powerful" entering Portsmouth with some of the tars that helped to save Ladysmith. By Charles Wyllie.
*1934 The Training Ship "St. Vincent" (4,672 tons) at Portsmouth. By Charles Wyllie.
*1935 The Collision with Nelson's Flag Ship "Victory" and the old battleship "Neptune." By Charles Wyllie.
*1936 The Line of British Battleships at Spithead—Coronation visitors sailing down the lines. By Charles Wyllie.
*1937 The Naval Manœuvres. Paying the ship's company in the ring flat of H.M.S. "Trafalgar." By Percy F. S. Spence.
*1938 At the Naval Manœuvres. The tender "Julia" delivering the mail for the Home Fleet from the Flagship "Revenge" at Berehaven. By Victor Prout.
*1939 The Royal Marine Artillery on a Battleship working the 6in. guns. By Sheldon Williams.

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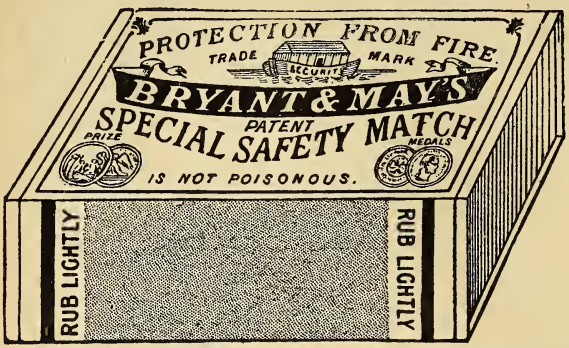

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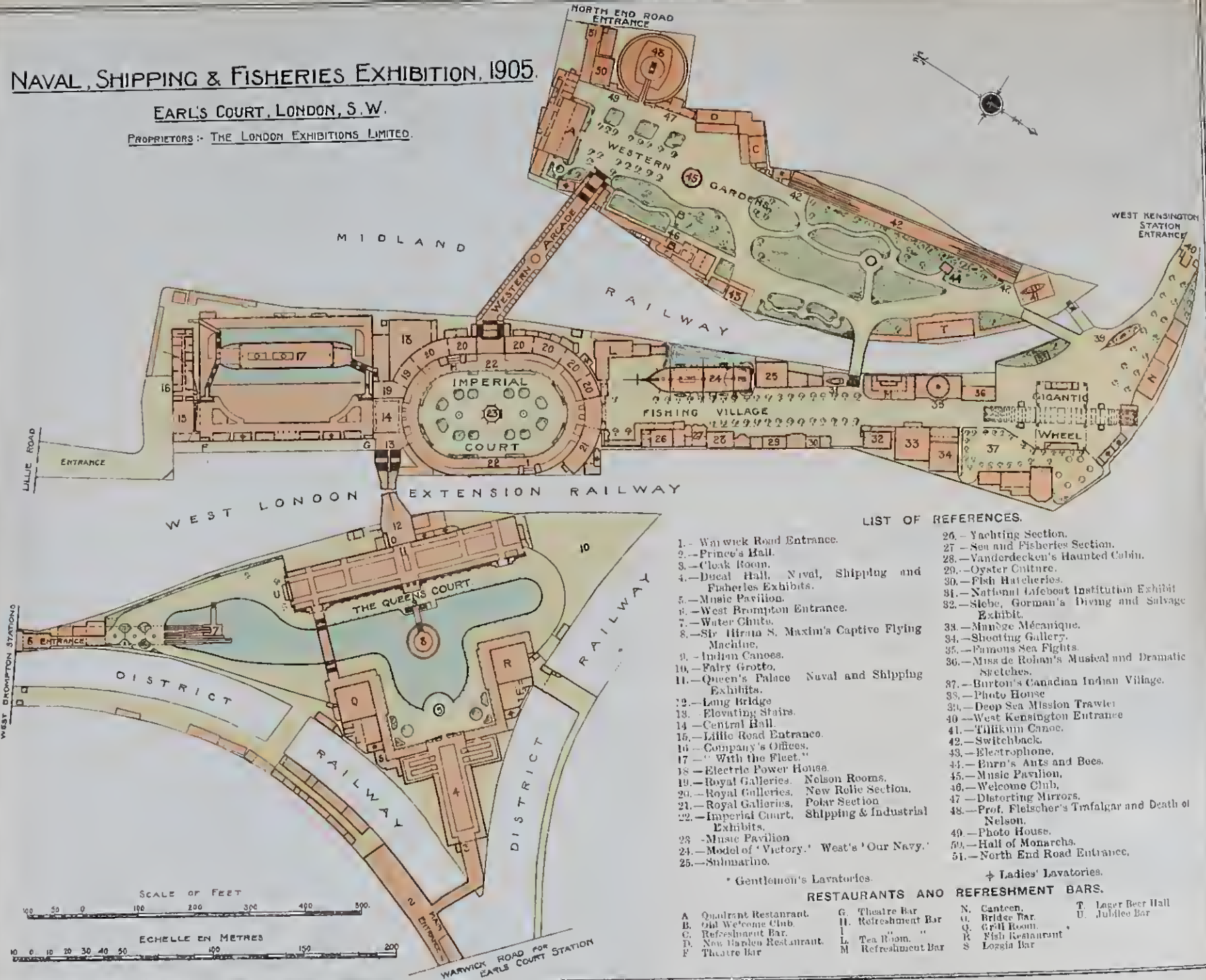

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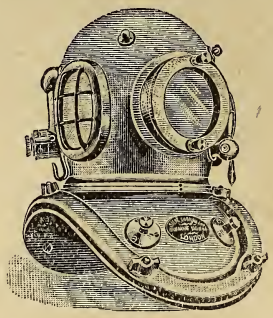

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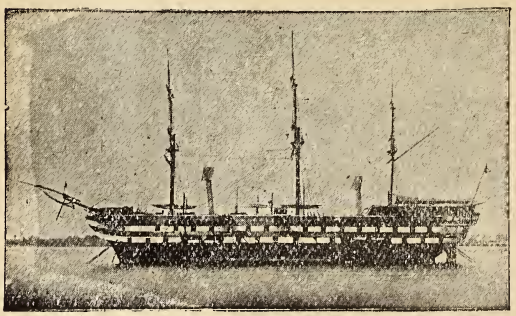

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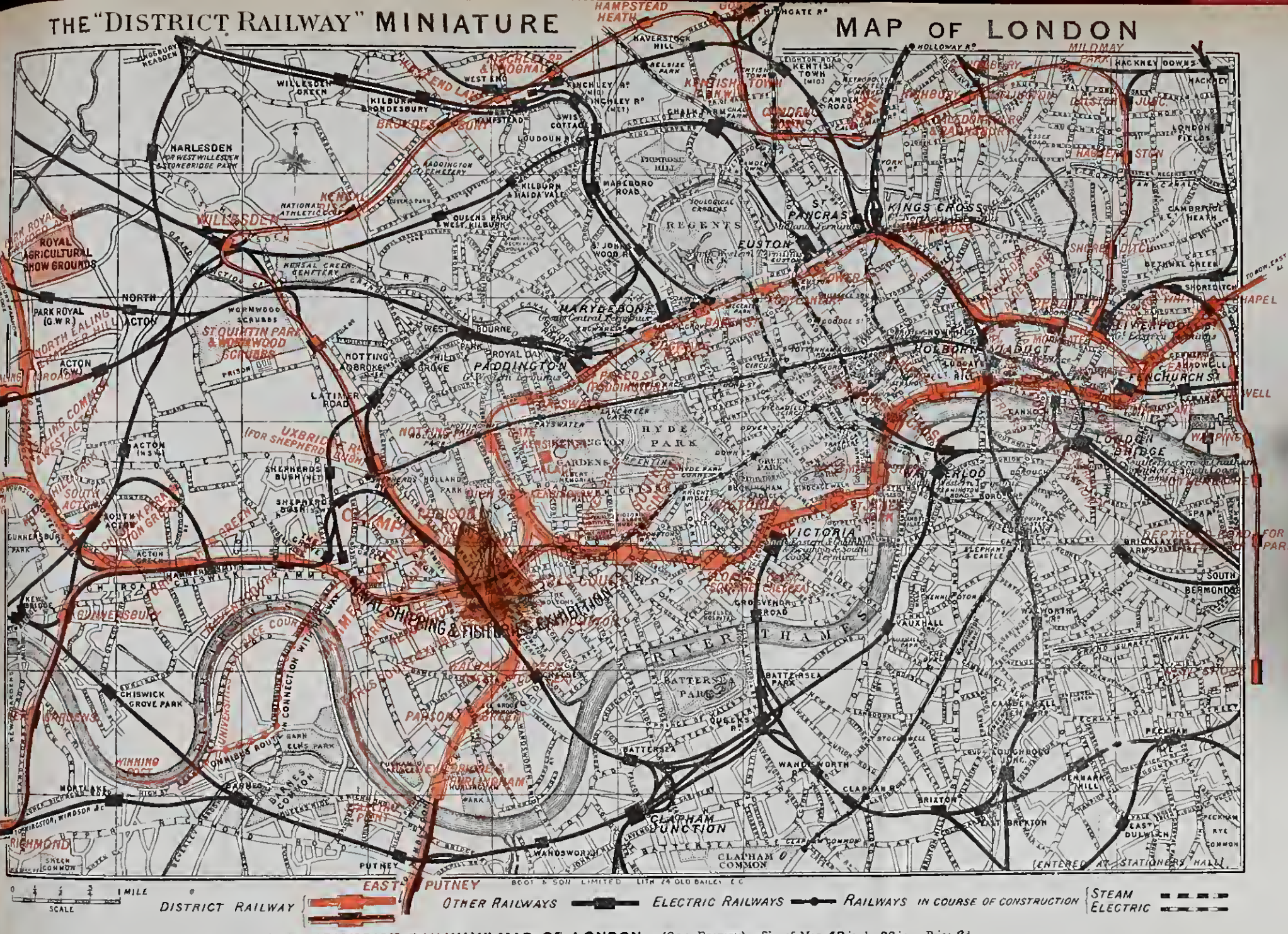

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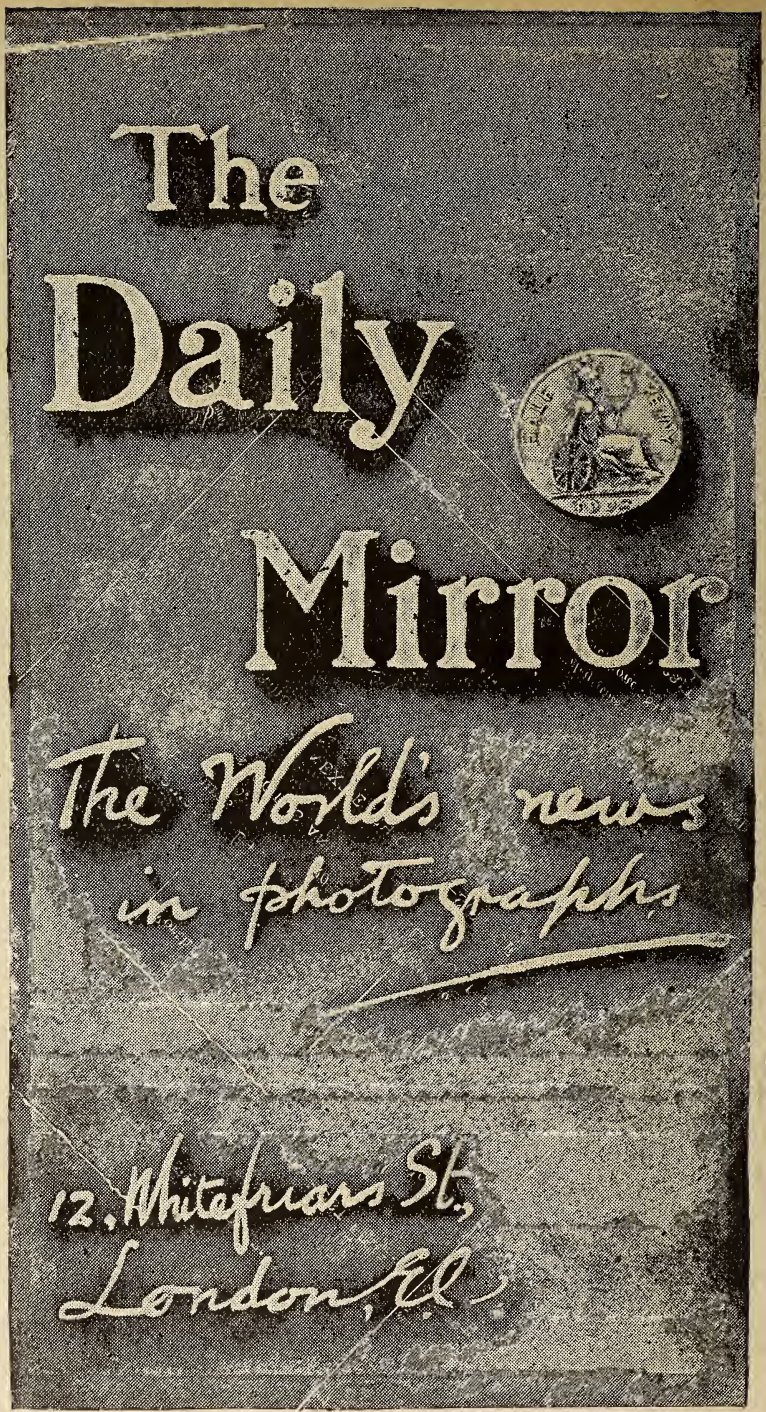

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Naval, Shipping and Fisheries Exhibition,

EARL'S COURT, 1905.

Introductory.

"It is on the Navy, under the Good Providence of God, that our Wealth, Prosperity and Peace depend."

Fourteen years have elapsed since these words boldly proclaimed, above the main portal of the Royal Naval Exhibition at Chelsea, a belief that is universal throughout the British Empire to-day. Much has elapsed since 1891. Two great international conflicts have taken place, and one, undoubtedly the greatest, is still in progress. In the first, naval supremacy definitely decided for the United States of America early in the campaign; and in that now existing the dash, daring and precision of the Japanese Fleet inflicted a severe and immediate blow, from which their adversary, whether on land or sea, has up to now not recovered. In our own difficulty—the result of which has so materially altered the map of South Africa—it is excusable for the "man in the street" to forget that it was only due to the might and ubiquitousness of the Navy that 250,000 fighting men travelled 8,000 miles over the seas without hindrance or molestation, and that the Boer War came to a peaceful and proper conclusion for Great Britain.

The advance in ships' arms and armament since 1891 alone has been great indeed. The torpedo's deadliness has been intensified, the informal submarine has bubbled in amongst us unsignalled even by wireless telegraphy, and the big guns have entered into rivalry with the minor machines as "quick-firers."

Battleships, the like of which for size, speed and strength the world has never looked upon before, now represent "Old England's wooden walls," with H.M.S. *King Edward VII.* in the van. All these seem good and excellent reasons for holding a great Naval Exhibition, if alone to fittingly commemorate the First Centenary of the nation's greatest naval hero, NELSON, who fell at TRAFALGAR in the moment of victory, on October 21st, 1805.

For the first time in our history the Mercantile Marine will be adequately represented before the general public, who but little realise the supremacy and prosperity of the Fleet of Peace that sails the world over under the Union Jack. More or less domestic concerns in the way of Yachting and Sea and River fishing are brought forward with a completeness of detail that will be found of considerable interest even to those not directly concerned.

For the purposes of simplicity in handling such an enormous and varied assortment of exhibits, actually ranging from a needle to an anchor, the schedule has been divided into five sections of thirty-five groups. These are:—

Historic, Art and Relic Section	1
Naval Section	2
Shipping Section	3
Fisheries Section	4
Yachting Section	5

Section 1 will be found replete with pictures depicting great battles and acts of heroism at sea, famous portraits, orders, jewels, swords, guns, trophies, relics, etc.

For full details and history of this section, the "Relics Guide" must be referred to. The sixteen groups into which Section 2 is divided contain all and everything pertaining to the Navy. Ancient and modern warships and boats; lighting, signalling, gun-firing, torpedo-discharging, etc., by the aid of electricity; submarines, life-saving appliances, torpedo boats and destroyers, and various diving systems will be adjacent, while clothing, guns, revolvers, water distillers, etc., will not be found unrepresented.

The commercial value of the salt and fresh water fisheries of the United Kingdom constitute one of our most important natural assets, and in dealing with this section it has been found necessary to break it up, for the sake of system, into five divisions of eight groups. Division A deals with all the appurtenances required for

BUST OF LORD NELSON. By Flaxman.

In the possession of the Honourable Alexander Hood (Duke of Bronte.)

From a photograph by Higgings & Sons, Chard.—Copyright.

deep sea fishing more or less on a wholesale scale. Models of trawlers and trawling gear; drift, seine and other nets; harpoons, hooks, baits, lines, and tackle of every kind. Fresh water fishing comes under B, and covers salmon rods, nets, fixed appliances, punts and cobbles adapted for fishing and collapsible and portable. The very important matter of fish culture is by itself, and in two groups shows the breeding and development of fish of commercial value, with fish "passers and ladders." Division D shows a superb collection of stuffed specimens, and includes the majority of the record fish caught in British waters. This splendid display has been contributed to by the leading angling societies and clubs, and the prominent anglers of the kingdom.

It has been further supplemented by an extensive exhibit prepared and forwarded by the Newfoundland Government.

Yachting, the marine "sport of Kings," is split up into six groups containing models of steam and sailing yachts, motor boats, with their necessary equipment, furniture, fittings, and special provisions. Sailing and rowing boats, canoes and pleasure boats of all kinds complete this section.

For full and detailed particulars of the various exhibits in all the foregoing sections The Relics Guide must be turned to.

Horatio Viscount Nelson.

(DUKE OF BRONTE.)

BY CLARA E. E. GYE.

In the *Sketch of my Life* (at Burnham Thorpe, Norfolk, the son of the Rev. Edmund Nelson),—Horatio Nelson writes, "I was born September 29th, 1758, in the Parsonage House, was sent to the High School at Norwich, and afterwards removed to North Walsham, from whence, on the disturbance with Spain relative to the Falkland Islands, I went to sea with my uncle, Captain Maurice Suckling, in the *Raisonable* of 64 guns." He does not add that he was then only twelve years old, very small for his age, and delicate in body; but he was already advanced in mind and spirit far beyond his years. He had lost his mother three years before, and when Captain Suckling offered his father to take one of his boys to sea with him, Horatio begged to be allowed to go, and his uncle's remark was "What has poor Horatio done, who is so weak, that he, above all the rest, should be sent to rough it at sea? But let him come, and if a cannon ball takes off his head he will at least be provided for." If Captain Suckling could even have dimly foreseen the future! But Horatio Nelson was as dauntless as a boy as he was later on as a man, and from the beginning trials and reverses simply meant to him so many difficulties to be surmounted, never to be surrendered to. From the *Raisonable* he was transferred to the *Dreadnought*, still with his uncle, and thence to the *Triumph*.

It is not known for certain whether he was entered on the books of the *Triumph*—then guardship in the Medway—as only a seaman, or as captain's servant, but it was not until two or three years later that he was rated as a midshipman on board the *Seahorse*, and became a quarter deck officer.

While attached to the *Triumph* his uncle sent him on a voyage to the West Indies, in a merchant ship—not an unusual occurrence in those days for young naval officers who wished to become thoroughly practical seamen—and on his return, in 1772, he had become a "practical seaman, with a horror of the Royal Navy." In the merchant service this prejudice was deeply rooted, and it was many weeks before Nelson got reconciled to a man-of-war.

He was employed in command of a cutter attached to the commanding officer's ship, at Chatham, and he says "Thus by degrees I became a good pilot . . . . and confident among rocks and sands, which has many times since been of the greatest comfort to me." From the *Triumph*, he went in the *Carcass* to the North Pole, entirely through his insistent petitions to be taken, although

no boys were permitted to go. Captain Lutwidge took him, under the command of Captain Phipps, afterwards Lord Mulgrave, and both these officers continued their great friendship for him to the end of their lives.

After the Arctic Expedition he served for three years in the *Seahorse* on the East India Station, whence he was invalided, it was believed, in a dying state, but he returned to the *Dolphin*, and to the care of Captain Pigot, Nelson always said he owed his life.

In 1776 he was appointed lieutenant in the *Worcester*, 64 guns. He was at sea with convoys, and was entrusted with charge of the watches, Captain Robinson saying he "felt as easy when Nelson was upon deck as any officer of the ship"—and he was not yet 19.

He went next to the *Lowestoft*, frigate, 32 guns, Captain W. Locker, and while blowing a gale of wind and a very heavy sea, the first lieutenant was ordered to board an American "Letter of Marque" the frigate had captured. There was a delay; the captain called out: "Have I no officer in the ship who can board the prize?" on which the Master ran to the gangway; but Nelson stopped him, saying, "It is my turn now, and if I come back it is yours." He was promoted on his return from Gibraltar, passing his examination for lieutenant, though still eighteen months under the then regulation age, and thereupon he was taken by Sir Peter Barker into the *Bristol*, flag-ship at Jamaica. From the *Bristol* he went in command of the *Badger* brig, and was then posted to the *Hinchinbrooke*, on 11th June, 1779, so, at the age of 21, Nelson was a post captain. He had seen no real active service, but he had nevertheless shown a good deal of the stuff of which he was made, and he had won the esteem and, in most cases, the love of all his brother officers, and the devotion of his men, for whose care Nelson, from beginning to end showed increasing solicitude. When still quite young, Collingwood wrote: "My regard for you, my dear Nelson, my respect and veneration for your character, I hope and believe will never lessen." And this wide-spread appreciation was due solely to his sterling qualities, for we are told that his want of a sense of humour, and his deeply-rooted patriotism and ambition were not of those outward characteristics which usually lead to a general popularity. His character already appealed to a deeper impression, and it found its response in many a generous sailor's heart.

Prince William, afterwards King William IV., wrote: "Captain Nelson, of the *Albemarle*, came in his barge alongside, and appeared to be the merest boy of a post captain I had ever beheld . . . . but when Lord Hood introduced him to me, there was thing irresistibly pleasing in his address and conversation, and an enthusiasm, when speaking on professional subjects which showed he was no common being. . . . . He had the honour of the King's service and the independence of the British Navy at heart." But want of space curtails so much, that a mere glance only can be here given to the details of his perpetual services, for it may well be

said that, whether afloat or ashore, Nelson's mind and energies were always absorbed by his work for his profession and country.

In the *Hinchinbrooke* in 1789, he behaved with the greatest gallantry, up the River San Juan, in Jamaica,—"the first on every service, whether by day or night" and he was invalided home seriously ill from the effects of the pestilent climate.

In 1771 he served the whole winter in the *Albemarle* in the North Sea, and in 1784 he went to France to study French, where he fell in love, and—being too poor to marry—despairingly, for the moment, with a young English lady living there.

After 1784 he went to the West Indies in the *Boreas* where, in 1787, he married Mrs. Nesbit, H.R.H. Prince William giving her away at the ceremony.

On his return home he spent his time at Burnham Thorpe and in England until 1793, when he was appointed to the *Agamemnon*, and under Lord Hood, served in her in the Mediterranean, distinguishing himself so greatly in Corsica, at the siege of Basti and at Calvi, where he lost his right eye, and he was mainly instrumental in the capture of the French ships *Ca Ira* and *Censeur*.

In 1797 he commanded the *Captain*, when, at the Battle of St. Vincent, he "brilliantly disobeyed orders," and was completely justified and upheld in so doing by his Commander-in-Chief. Shortly after he was made an Admiral and hoisted his flag on board the *Theseus*, which, with some other ships, was then in a state of mutiny; but very soon the crews gladly obeyed his commands, and told him the ship's company meant to make the name of the *Theseus* as celebrated as that of the *Captain*. He was engaged in the blockade of Santa Cruz, in which severe engagement he lost his right arm.

On 19th December, 1797, he commissioned the *Vanguard* as his flagship, and was sent by Lord St. Vincent to the Mediterranean, with the *Orion*, *Alexander*, four frigates and a corvette, as a detached squadron. For over two months he chased the French, and on the 1st August, 1798, he fought the Battle of the Nile, which began about 6.30 p.m. By 7 o'clock it was nearly dark, but by 8.30, the warship *Guerrier*, the *Conquérant*, the *Spartiate*, *L'Aquilon*, and *Le Peuple Souverain* had all surrendered, or were taken. Nelson was severely wounded in the head.

From September, 1798, until July, 1800, Nelson was at Naples, Sicily, and cruising in the Mediterranean, and here began for him that ever regrettable fascination exercised over him by Lady Hamilton, and which we have now so much reason to believe has been greatly exaggerated.

Scandal, that hydra-headed monster, aided by the unscrupulous influence and letters of Lady Hamilton, after his death, when she strained every means, by which to induce the Government to make her an allowance, are to blame for much superfluous belief in many of the stories which have been circulated. Her husband, Sir William Hamilton, was also Nelson's intimate friend. Both husband and

wife together stayed with him at Merton, and he helped to nurse Sir William during most of his last illness.

That Nelson, with his warm heart, his generous and sympathetic disposition, should have fallen under the spell of the syren who had left no stone unturned to complete the conquest of the great sailor, who was the hero of his time, may well be believed—but, weak as he must have been where she was concerned, believing in her perfect goodness (which, unhappily, did not exist) we can look back now and love him, even for this very weakness, and give him the benefit of all the doubt on the side of moral rectitude, self-control and honourable duty.

Considerations such as these have been sadly wanting, and, in the absence of conclusive proof, on this, the centenary of his glorious victory and death, may we not assuredly be justified in suggesting them?

Although very ill when he returned to England, he at once took command of the *Unite*, at Sheerness, in July, 1801, and prepared to oppose the threatened invasion of England by Buonaparte. After several brushes with the enemy, and much care and anxiety, he was appointed to the *Victory*, and left in her for the Mediterranean, in May, 1803. It is well known how the French evaded any action, and kept him on the watch for months, during which he was ill, and very anxious, for most of his ships were, as he wrote, in a "crazy condition," and still he had to remain at sea, for fear the French fleet should escape—even sailing out to the West Indies after them, and back. In his diary he writes, in July, 1805: "I went on shore for the first time since 16th June, 1803, and from having my foot out of the *Victory* two years, wanting ten days." In August he came home, and on Friday, 13th September, 1805, he started from Portsmouth on board the *Victory*, in command of the British Fleet.

On October 21st he engaged the enemy in the ever-memorable battle of Trafalgar, and he died as he had lived, an example to the world of nobleness of heart, and rectitude of character.

In the words of his contemporary, Captain Brenton: "Thus fell the greatest sea officer of this, or any other nation in history; his talents, his courage, his fidelity, his zeal, his love for his King and country, were exceeded by none. His whole career offers to the youth of the British Navy the most illustrious examples of every manly virtue. . . . . The Battle of Trafalgar will stand the greatest memorial of British valour ever exhibited; no pen can do justice, no description convey an adequate idea of the glories of that day; and the event which deprived us of our favourite chief, consummated his earthly fame, and rendered his name for ever dear to his country."

The Navy: Past and Present.

BY ADMIRAL THE HON. SIR EDMUND FREMANTLE, G.C.B., C.M.G., and L. G. CARR LAUGHTON, Esq.

Through all cordage laid up in the Royal Dockyards there runs a coloured yarn, forming an integral part of the rope. It appears on the surface only at rare intervals, so rarely, indeed, that the unwary are apt to overlook its presence; but it runs from end to end nevertheless, and takes its due share in all strains borne by the whole. In similar wise the influence of the Navy may be traced throughout the growth of the national life, not always directly in evidence, but always very surely present. It will be found that in general the Navy emerges to the public gaze only in time of war, that during peace its tendency is to be over-laid and hidden by the multifarious interests that represent the other yarns in the rope. And the danger has always been that out of sight may mean out of mind, so that what should be the period of preparation and renewal has but too often been the period of neglect. Thus it has at times happened that the rope, weakened in one of its essential parts, has complained when subjected to the fierce strain of a great war. The tension has at times been dangerous to an extreme degree, the rope has, in fact, been stranded, but snapping point has providentially never yet been reached.

It may seem ungracious to insist upon these past neglects and dangers at a moment when the Navy is basking in the sun of popularity; and it may seem raven-like to croak of the possibility of disaster, when we are celebrating the centenary of the most complete naval triumph of all time. But it was not ever thus, and he who would understand and appreciate the past, with the object of drawing from it guidance for the future, must steel his nerves. Even in the records of so glorious a service as the Royal Navy there are pages which cannot be turned back without heart-burning; yet these pages must be read and marked, in order that there may be no need for them to be re-written. In a brief essay it is not possible to touch upon the myriad events of our naval history, so that it has seemed preferable to trace, in some measure, the influence of the Navy on the national life; and if, in doing so, it is a pleasure to insist upon the important share the Navy has had in the development, it is none the less a duty to examine what may be its connection with the set-backs which England, in common with all organisms, has from time to time experienced.

It has long been the custom to speak of this or that monarch as "the founder of the Royal Navy." Henry VII. perhaps is most

commonly accorded this title; but in truth, neither he, nor the fifth Henry, nor Edward III., nor yet Alfred the Great has a real claim to this distinction. Each in his turn showed that he appreciated the weapon at its true worth; each in his turn cared for it in time of peace, and used it with effect when need arose. But the Navy is not to us a mere tool that can be created for good or ill by the edict of a king: it has existed from the beginning, its roots are deep down in the very sources of the national life, and no man now can trace accurately how far they extend. The details of Alfred's sea warfare against the Danes are, for the most part, obscure, so too are many of the characteristics of the ships which he employed; but we know enough to justify us in supposing that his use of the fleet did much towards the earning of the surname of "The Great." Few again know, with any approach to accuracy, the intricacies of the naval problem which faced Harold in 1066; but the general fact is well established that, for as long as Harold could keep his fleet together, William could make no move towards the threatened invasion. All through that summer Harold had his fleet in hand, and William waited. But at last there came a time when the difficulties of organization, of victualling and the like, triumphed. The fleet was composed almost entirely, as was the fashion of that and of many succeeding centuries, after the manner of a militia, both in ships and men; and to hold such a force together a highly developed central organisation could alone suffice. Such did not, of course, exist; the limits of human endurance were reached, and the great fleet slowly melted away, leaving the road open to the invader.

Apart, however, from questions of a central administration, there were other large differences between a mediæval and a modern navy. The difference in armament from that of the present day is of small importance; ships fought with their likes, arrows were opposed by arrows, and stones by stones, just as in later days smooth bores met smooth bores, and rifled breech-loaders are now engaging rifled breech-loaders. A more essential difference lay in the size, type and construction of the ship. Weapons are pitted only against the handiwork of man: the ship herself is matched against the unchanging sea. It followed, therefore, that the Navy, that all navies in fact, had to travel very far along the road of development, before the sea-keeping ship proper came into existence. When man had achieved a relative success in the struggle with the forces of nature, a new era of naval warfare began; but as long as the sea was the dominating factor, the action of navies is apt to seem capricious and fragmentary. There is a snatching of occasional advantage in the absence of an opponent, and an almost total lack of systematic endeavour, which makes it necessary to approach the naval history of the middle ages with extreme caution. Yet, when a supremacy at sea was well established, the results that flowed from it in the thirteenth and fourteenth centuries were no less certain than were those of the battles of Cape St. Vincent and of the Nile. Success

gave to the victor the regulation of the course of the war; it made it possible for him to invade his enemy's territory at will, as Edward III. did after the great naval victory at Sluys, or it denied to the vanquished the power to gratify his inclination to invade. This was as true of Damme in 1213 as it was of the campaign of Trafalgar nearly six hundred years later. If proof were needed that the existence of a military navy depends rather on the circumstance of our insular position than on the caprice of kings, it would be found in the decisive victory gained over the French off the South Sand Head, in 1217. In that year a French conquest once more seemed imminent, and at a time when royal neglect and incompetence had apparently deprived the kingdom of its "Wall and Fence." But it was not for nothing that the Cinque Ports bore ships as their emblem; they maintained shipping, which served at call as a very serious naval militia, and now, at the country's utter need, they were found ready. It was with the men and ships of Dover that Hubert de Burgh warded off the threatened blow, turning to use the local forces as an efficient substitute for the Royal Navy. That such a feat was possible belongs to that age alone; but the event stands good as an illustration of the essential nature of England's naval power.

But to pass from these somewhat hazy epochs to more recent times, where every name is a household word.

The Wars of the Roses did not touch the maritime life of the country; throughout the struggle the sea was to all intents free to both factions. But with the accession of Henry VII. the scene changed. Careful to the verge of miserliness, he was not the man to build a navy for the sheer pleasure of aggression, and the urgent need for the firm establishment of his dynasty found him work enough. With a statesman's eye he saw that content must depend upon prosperity, and that prosperity could be best drawn from the sea. This is the meaning of his famous ship-building policy. He sought to stimulate the growth of over-sea trade by example, and his great ships, when built, were employed on trading voyages. As these ships, in the event of war, were to serve as the nucleus of a Navy, the best of them were far larger than the ordinary trader, and the unwonted size of the largest inevitably forced the king to inaugurate a permanent naval policy. For their convenience he founded the dockyards at Deptford and at Portsmouth, and at the latter he built the first dry dock that existed in the kingdom. Thus, although he scarcely used his ships for war, he passed on to his successor the nucleus of a navy, complete not only in ships, but in the means for ensuring efficiency.

It was an advance on former practice, and the advance was emphasized by the coincidence of the introduction at this date of cannon on board ship. Henceforward the King's ship became a man-of-war only: there was much ground to cover before the differentiation of type reached its logical conclusion, but the differentiation had begun, and from this time onward the armed merchantman took very

secondary rank in the fighting fleets. She continued to be used, however, as will be seen, for nearly two centuries, when she was at last excluded from the fleets, not by any radical improvement of constructive methods, but by the development of fighting at sea as a science which called for specially constructed weapons. Henry VIII.'s aggression used the tools that his father had provided, but reversed the policy that they were intended to foster. It was his ambition to be the mainspring of European politics, and such a desire involved him inevitably in naval wars. A curious fact about these wars is that they linger in the memory chiefly in virtue of great naval disasters, though there is, of course, more of interest in them than that. In 1512 Henry's fleet came off Brest, and struck at the enemy's main force. As their object was to gain the command of the sea for purposes of invasion, it will be seen that their action was strictly sound. They defeated the French fleet, and the invasion took place—ineffectually, it is true—but that is a matter which does not prejudice the naval action. It was in this battle that the *Regent* and *Cordelière*, the largest ships in their respective navies, were totally destroyed by fire while grappled together yardarm to yardarm. The superiority gained extended till the next year's campaign, when the English were able to open the ball by establishing the earliest blockade of Brest. The manner of the blockade was, no doubt, different from the tremendous efforts made in more recent wars; but the effect was the same. It became the dominating feature of the campaign, and the total naval force of France succeeded in raising it only when combined with the happy accident of the death of the Lord High Admiral of England in a boarding encounter. There was also this additional circumstance in favour of the French, that the inadequacy of the victualling arrangements of the age placed the force acting away from home at a considerable disadvantage. This was a condition which hampered action for generations to come; but in 1513, with rudimentary administration, with utter ignorance of the laws of hygiene and of the preserving of victuals, the advance that ships were beginning to make towards an ability to keep the sea in all weathers could not be utilised to the full. Not that the ships were truly seaworthy in the modern sense. They were, indeed, far less monstrous than they are represented to have been by the best known pictures, and their underwater lines were fairly good, but the lofty superstructures which were still borne in an age where boarding was still considered the natural conclusion of a fight, together with the deficiencies of masting and of rig, made the ships unsafe near a lee shore in blowing weather; and in the open sea their excessive motion tried severely both hulls and spars. It is necessary to insist upon this, for it was often the determining factor in operations at sea during at least the whole of the Tudor period. There is no land-mark in naval construction from the days when Henry VII. first sent to sea his ships of a thousand tons down to the abandonment of oak and hemp, but there was a constant and steady evolution which gave progressively better results.

In all trades and in all ages the efficiency of the workmanship must needs depend largely on the merit of the tools.

The remainder of Henry's reign need not detain us long. The campaign of 1545, in which the *Mary Rose* was lost by capsizing, is not instructive, for it represented no more than a continuation of mediæval cross-raiding, and the navy was not equal to control even the Channel.

The Elizabethan war with Spain stands on an entirely different footing, and its popularity then, as now, was due to the fact that it sprang from national, not dynastic, causes. So, too, its success must be ascribed to the assertion of the national character rather than to the prescience of the monarch, for Elizabeth it must be avowed, great queen as she indisputably was, never thoroughly grasped the true inwardness of naval warfare. The conflict with Spain was due to the restless energy that drove Englishmen overseas in the wake of the great explorers, to the impatience, accentuated by religious bitterness, with which the Spanish pretensions to the New World were learnt, and also in some degree to the tangled web of European politics. To the Queen the threatened universal empire of Spain and the deep set hostility to her crown were the determining factors. To her people the effort to strangle their enterprise and to deny them what they held to be the natural right of trade and expansion had at least as great an influence. And over all was thrown the mantle of the great religious severance, so that the war for England was national in every respect, in respect of dynastic safety, of religion, and of commercial enterprise. The name of Drake stands foremost as a symbol of the spirit of the age: hardy adventurer with a life-long grudge against Spanish exclusiveness, he had tapped their strength at the fountain head, and knew how little it was worth. He had no doubt of the issue of a struggle, but the Queen, influenced by motives which could not appeal to her seamen, continued to hope for peace where there was no peace. To this phase of royal policy, and to the curious fiction, which held sway till long afterwards, that hostilities beyond the line, the Pope's famous line, did not count, was due the development of war at sea by limited liability company which is so essential a feature of the reign. But the Queen could not always spare her ships, and the day was coming when she had perforce to put forth her full might. Drake's splendid raid known as "The singeing of the King of Spain's beard" did, indeed, postpone the issue, but the decision had to be arrived at none the less. If ever there was a national campaign it was that of 1588, a campaign in which the great Queen's military ventures were perforce laid aside in favour of the essential defence of an insular kingdom. The Navy that the Queen had inherited had been kept up but not increased, and it was round this that the floating force of the kingdom rallied. It was enough; but the hounding of the Armada through the Channel, the great victory off Gravelines, and the driving of the beaten fleet to face the terrors of the northern seas did not seem to our ancestors the foregone conclusions that we are apt to think them.

The relief was very great. The naval war indeed went on, and Spain continued to bleed; but the systematic prosecution of the struggle by sea was denied to Elizabeth's genius. To the end the conduct of the naval war left much to the imagination. Yet it may be doubted whether a complete success and the rending from Spain of a part of her possessions in the New World would have been an unmixed boon. England was still poor and scantily populated; and it is quite conjectural whether the overseas expansion by force would have turned out as well as ardent strategists would have us believe. Expansion did indeed come as a result of the national awakening, for which the war was largely responsible, but it was colonial and commercial expansion resting indeed on England's undoubted sea power, but not founded on direct conquest. And following on this expansion came the justification of the since oft-quoted phrase that trade follows the flag, till in the middle of the next century we found ourselves face to face with a new danger.

The Netherlands also, as the result of the Spanish war, rose rapidly to a commanding position, and it was with this power that trade rivalry brought us into conflict. It is a matter for congratulation that before the clash of arms came, the government of the country had passed from the weak Stuart grip into able hands. Whatever may be thought of the religious or political system of the Commonwealth, and of the Protector, there can be no doubt as to the use this Government made of the Navy. Its first efforts, prompted largely by the immediate need of dealing with Rupert's royalist squadron, were for the increase of the Navy, and with the force thus provided, we were ready to back our commercial policy when the challenge came.

The war was short and sharp; for though it lasted little more than a year from first blood to deciding encounter, there were fought no less than nine fleet and squadronal actions. Militarily, it may be said to be almost the life story of those two great men, Blake and Tromp, and to have ended with the death of the latter in the great battle off Scheveningen on 31st July, 1653. Commercially it had the immediate effect of bringing the Dutch to terms by the closure of their ports and the utter destruction of their commerce; and it had also the effect of establishing in full action our Navigation Laws, which had so important a bearing on the development of our maritime commerce. It is also to be noted that in this war we fought with the Dutch in the Mediterranean, a sea in which we had long had trading interests, but in which an English squadron was comparatively a new thing. It was only during the early Stuart period that it was discovered, tentatively, that a fleet in the Straits might have important political influence. The Protector realised this policy and extended it; and it is from this period that the establishment of the British Mediterranean fleet, a lever by which Europe has frequently been moved, may be said to date.

The wars of Charles II. with the Dutch were of very different origin, and the shamelessness of their inception, coupled with the less satisfactory nature of their outcome, makes it less pleasant to

recall them. Yet they had important results, if only on the military history of the Navy. The service, in spite of royal extravagance and insincerity, could not but benefit by the experience of fighting with an often incompetent and always half-hearted ally against so redoubtable a foe as the great De Ruyter. There is no name in the records of our service for this period which matches in glory with that of De Ruyter; but there were many admirals who could lay claim to all the merit due to downright courage and hard fighting. Rupert, the Duke of York, Sandwich, with Spragge, and many others, are names to remember; but not one of these warriors had the ready genius or the tactical insight of the great Dutchman, who may, with slight exaggeration, be said to have revolutionised the tactics of naval war. There is only one further point about these wars that calls for comment: the laying up of the Navy in 1667. Charles's extravagance led him to accept the radically false belief that great results could be attained by petty means, and accordingly he decided that the fleet should lie safe in port while his cruisers preyed on the commerce which was so vital to the enemy. The inevitable result was other than he hoped. The Dutch fleet could, and did, attack in its own manner, and at its own time, and our legacy of that war is the recollection of the Dutch in the Medway. It can, however, at least be said that we have profited by the blunder, and have not repeated it.

In the internal history of the Navy these Dutch wars mark a great transition. The appointment of soldier admirals and the influx of soldier captains was far from having the bad results that might be assumed. Sailors hitherto had not succeeded in developing any system of tactics, and sea battles once joined had been in the form of a mêlée: but this method was now to pass out of existence, and its successor gradually developed itself as the rigid line of battle, which was destined shortly to become an incubus. A result of the development of the line was the genesis of the line-of-battle ship, a ship not falling below a certain tolerably high standard of force. This standard was naturally advanced somewhat as time went on, but the immediate effect of its introduction was patent to all. The naval militia was doomed; armed merchantmen might fight in the confused strife of an old-time fight where like sought like after the manner of the well-greaved Greeks and Trojans, but she could not lie in the line and fight with a ship whose force might well be twice her own. To this development of types one more only was added, the introduction of the frigate proper in the middle of the eighteenth century to take the place of the miscellaneous smaller craft which had hitherto served as the scouts of the fleet. From now onwards developments were of degree only.

The era of the Revolution was an anxious one in the Navy. James by his own folly alienated the seamen to a great extent, the majority of the officers were already well disposed to William, and so it happened that the landing met with no opposition. William found a prime weapon ready to his hand. In his last days Charles had made a supreme effort to put the Navy on a good footing, and

James, in the short time at his disposal, had devoted much attention to it. William used it as it should be used, strategically, for great objects; and by the force that was exercised through these means in this reign and during that of Anne the great ambitions of Louis XIV. were finally brought to the ground. The actual battles of the earlier war were not all in our favour; at Beachy Head, for instance, Lord Torrington saved his country by fighting a losing battle, and even La Hogue owes much of its celebrity to the aversion of the threatened invasion. But the general effect was to drive French fleets from the seas, so that in the event, although we suffered grievously at times from the attentions of the French corsairs who still kept the sea, yet we emerged from these wars no longer *a* maritime power, but *the* maritime power.

In actual fighting the age was one of pedantry. The system of fighting in line was rigidly adhered to; the line, in fact, became a fetish, an end in itself rather than a means to an end. And it is noteworthy that as long as this opinion endured decisive results were achieved only by the possession of a great superiority of force. At Barfleur and Vigo Bay we had such a superiority. At Malaga we had not, and the battle, though strategically it ensured to us the possession of Gibraltar, yet was quite indecisive in its tactical aspect.

There followed on this war the long peace of Walpole's administration, a peace wherein the commerce of the country throve greatly. The war with Spain which broke out in 1739 was due to the old quarrel, trade interference. The history of the West Indian trade of that epoch is made up of repression, of smuggling, and of brutal treatment, till at length flesh and blood could stand it no more The war of the Austrian succession began in the following year, and presently England, too, was drawn into it. The successes and failures of Vernon in the West Indies were a thing apart from the campaign of 1744, when the first fleet action of the war was fought. Coming, as it did, after the long peace, this battle, to quote Captain Mahan's celebrated phrase, "tried men's reputations as by fire." The result was at best a draw; and, on the other hand, it bore fruit in a plenteous crop of heart-burnings and courts-martial. The object lesson is one of extreme value; and it may at the same time be noted that the one man who emerged from this unsatisfactory fight with an increased reputation was the great Hawke, then a captain. Hawke and Anson are the heroes of the war. Anson had already immortalised his name by his splendid circumnavigation in the *Centurion*, and now in 1747 it fell to these two officers each to destroy a French squadron, inferior indeed in either case, but yet of sufficient force to make the service one of great merit. And by these victories in the Bay of Biscay the patient efforts which the French had throughout the war been making in India were brought to nought. The French naval power was ruined, no reinforcements could go out, and England controlled the communications. That the peace of 1748 was made on even terms was due to the French successes on land, which could be set off against our advantage afloat. But then, as always, the trade followed the flag; the conclusion of the war

found the enemy's trade ruined and England's commerce everywhere in the ascendant.

In the Seven Years' War the effect of the Navy was more clearly seen than ever. After an unsatisfactory beginning, marked by Byng's failure off Minorca, the Navy, wielded by a hand that understood its use, asserted itself most thoroughly. England's chief interest in the war was colonial, and it was to the colonies that the chief advantage of the success fell. The capture of Louisbourg, the reduction of Canada, the overthrow of the French power in India, all were due to the fleet which ensured to our own forces the free passage that it denied to our enemy. And in 1759, the critical year of the war when the future of Canada and India was decided, our force in home waters was able, not only to frustrate a French project of invading England, but also, by the glorious victory of Hawke in Quiberon Bay and by Boscawen's notable triumph over De la Clue, to complete the ruin of the French Navy. These battles, and more especially Quiberon, were the decisive battles of the war. France was hopelessly cut off from her oversea possessions; no effort could be made for their recovery, and no endeavour made either singly, or with the added help of Spain, could effect anything towards redressing the balance. The peace of 1763 found the allies still impotent at sea, and although the gains of England under that treaty were very great, it was widely believed that undue concessions were made to France. These were the restoration for trading purposes of her former Indian possessions, and the grant of those fishing rights in Newfoundland which are heard of to this day. The event has justified the objection; for the French foothold in India enabled her in the next war to scourge our commerce heavily in those waters, and afforded the celebrated Suffren the opportunity of creating a very serious diversion.

The chief feature of British naval history for the ensuing period was the utter corruption of its administration. The Navy had indeed fallen upon evil days when its fortunes came to be placed in the hands of men who were politicians only, and corrupt politicians at that; who regarded appointments in the Government Dockyards as valuable sinecures which might conveniently be used in payment for electoral jobbery, and to whom embezzlement and malversations of every kind seemed to justify themselves by their very prevalence. The inevitable result followed. The Navy, when next called upon for service was, for it, singularly inefficient. The ships were many of them worn out and rotten, rope and stores were either altogether missing or utterly defective, even guns were not to be had in proper numbers. This was the Navy with which we went into the War of American Independence. Yet the colonists had no naval force to oppose to it, and even this defective fleet was more than equal to such calls as were made upon it. But the land war dragged on till France saw her opportunity in intervention, and from that date began what was perhaps the most acute peril that England has ever faced. It was not alone that we could not defeat the French off Ushant, though had Keppel succeeded there the French relieving fleet could not

have crossed the Atlantic, there was the added feature that as our weakness became more apparent our enemies multiplied against us. Spain joined in the struggle with the hope of recovering Gibraltar, and in 1779 the Franco-Spanish fleet in great force, in far greater force than we could oppose, actually came into the Channel. The threat of invasion was most alarming, for it was impossible ashore to estimate at its true worth the mutual jealousy which largely hampered the action of the allies, nor was it known till afterwards that the Franco-Spanish fleet was in too sickly a condition for any serious undertaking. However, the invasion cloud blew over, Gibraltar still held out, and its periodical relief was attended by cheering successes. On the other hand the naval war in American waters reached its climax with Graves's defeat by De Grasse off the Chesapeake in 1781. This was, as concerning America, the decisive battle; the capitulation at Yorktown was its immediate consequence, and the recognition of the independence of the States followed inevitably.

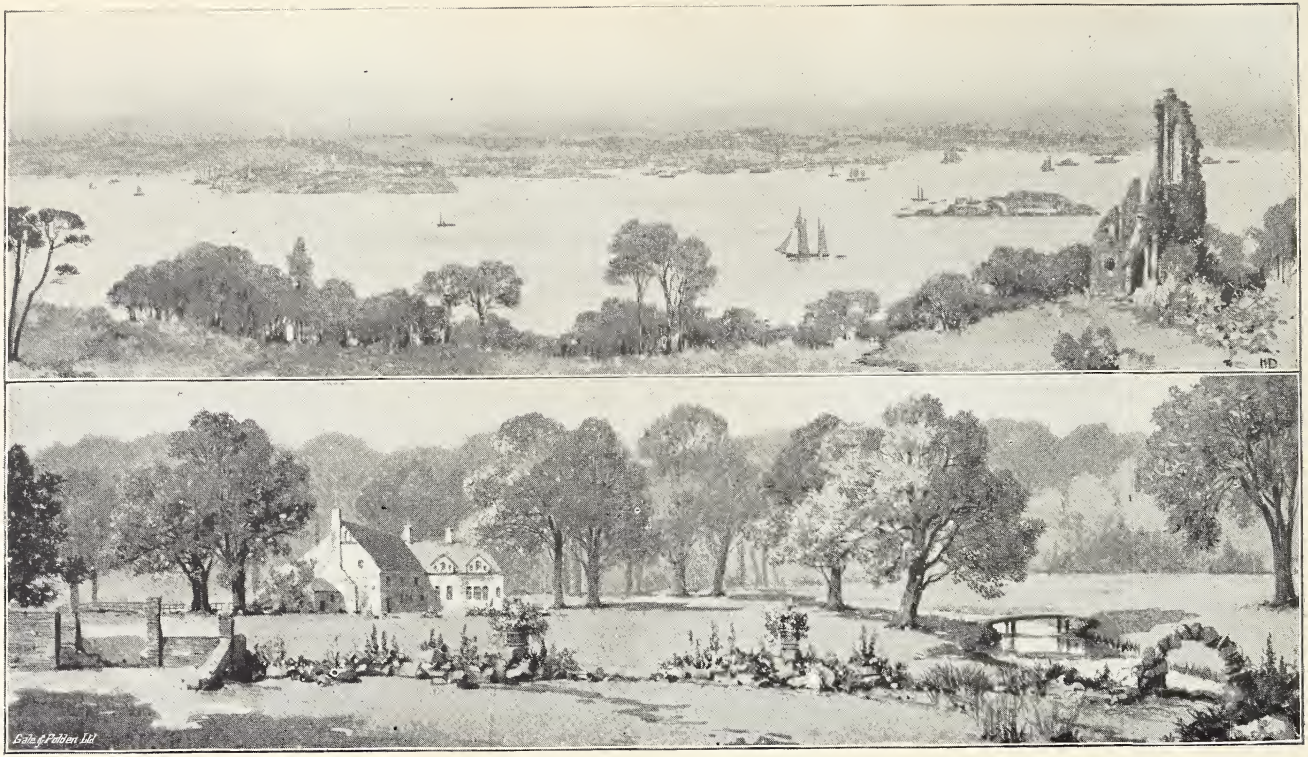
The war took a more serious turn against England when the trading nations of Europe formed against her the celebrated "armed neutrality," in protest of her treatment of their commerce. Thus England found herself presently with the American war still on her hands, and with practically the whole of Europe hostile. In spite of immense efforts she was outnumbered at almost every point, and made small headway anywhere. She had plenty of bold fighters, men like Sir Edward Hughes, who fought stubbornly battle after battle with the celebrated Suffren in Indian waters; or like Hyde Parker, who fought a furious but indecisive action with the Dutch; or, again, like Lord Heathfield, of Gibraltar; but it was not till towards the close of the war that genius fully asserted itself.

Then came Hood's gallant and justly celebrated defensive action at St. Kitts, an action whose fame has been somewhat eclipsed by its proximity to Rodney's great victory of the Saints, better known perhaps as the battle of the 12th of April. The celebrity of that battle is due, not only to the novelty of the tactics employed, nor even to the capture of the enemy's commander-in-chief, but also very largely to the political situation, which made a decisive battle imperative at that moment. Rodney's victory, combined with Lord Howe's signal triumph at the final relief of Gibraltar, paved the way to a peace.

It is not possible in a few lines, to trace, even in the barest outline, the course of the great struggle against France that began in 1793, but a few notable points may be touched upon. There is a certain similarity between the two wars, for though it was France, and not England, who was the universal enemy in "1800 and war time," yet France, in virtue of her land power was able to embroil England with other European nations. And the old difficulties about trade combined, as before, to make England's action raise up enemies against her. But in this war the administration of the Navy was better, and, notably during the critical years of the struggle, it was possible to station something approaching to adequate

forces at the strategic points. There were notable exceptions however, as for instance in 1796, when the Spaniards first joined in the war. Sir John Jervis was bound in any case to be inferior in force, and the result of Man's blunder was to leave him in so great an inferiority that withdrawal from the Mediterranean was the only course. The anxiety then became that the Spanish fleet would go north and combine with the French ships from Brest, and so sweep the Channel; this was the danger that was averted by the victory off Cape St. Vincent, wherein Nelson may be said to have won his spurs. His previous service as captain was distinguished, though not more so than that of many other officers who have never emerged to the front rank, but this battle hall-marked the genius. In this instance the merit was tactical; later, in the campaign of the Nile, there was an equally high manifestation of strategic and political insight. The Copenhagen episode was remarkable chiefly for the determination shown and the downright fighting, and all these great military qualities were equally in evidence in the campaign of Trafalgar, the culminating year of the war. It is, perhaps, more germane to a biography of Nelson than to a notice of the action of the Navy, to point out how the temperament of this great man combined with his military qualities to draw the best results from every weapon, animate or inanimate, that he employed. As has been well said, men serving with him were inspired, each knew that his chief considered him to be a very fine fellow, and did what in him lay to justify the opinion.

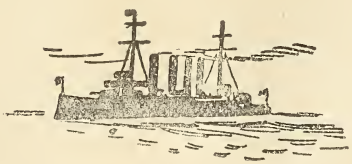
The effect of Trafalgar was instantaneous. It was, indeed, partly anticipated by Napoleon, who acknowledged by his action the strategical defeat before the tactical overthrow came upon the allies. Henceforth the long cherished scheme for the invasion of England, that scheme which had been the key note of the war, was perforce abandoned. The long and weary blockades of the enemy's ports had had their effect, not only in preventing the threatened invasion and in leading up to the great coup, but also in the utter destruction of French commerce. Long before the great blow fell, there was not a single ocean-going merchantman wearing the French flag: the sources of all commerce were closed to her, and the ruin of France was not only complete but irreparable. Henceforth Napoleon could seek to avenge himself only by a warfare of isolated ships and petty squadrons, a *guerre de course*, which did indeed cause inconvenience to England, but which could only end in one way. All experience has shown that commerce warfare, when not founded on a command of the sea, is necessarily futile. And so it was now: so, too, were the despairing efforts represented by the Berlin and Milan Decrees. Yet, apart from delicate legal questions, these Decrees had for us one unpleasant and important result. The measures that we took to neutralise them embroiled us with the United States, with whom we fought a thoroughly unsatisfactory minor war. But, all drawbacks notwithstanding, the fact holds good that the power of the Navy brought



SCENERY.—PLYMOUTH HARBOUR AND BURNHAM-THORPE, NELSON'S BIRTHPLACE.

us safely through the greatest struggle in which we have ever embarked; the use of that power may have been at times somewhat injudicious, but in the long run it performed its essential functions. It destroyed our enemies, and left us, as it had done before, with a virtual monopoly of the world's trade, the gift of sea power. And it left us not only in full possession of our own colonies and of such as we chose to take from our enemies, but also gave us a vital start in the race of expansion that marked the nineteenth century. Australia, like Canada, is ours by virtue of the might of the Navy.

From that time to this we have had no need to put forth our full strength, and the lessons of naval war have lain dormant, so far as we are ourselves concerned. There have, however, been tremendous changes in every branch of the *matériel* of the Navy, and there have, spread over a period of fifty years, been at least commensurate changes in the method of supplying the Service with officers and men. The artist is ever greater than the tools he employs; and, above all, in naval war there are to be considered the geographical conditions which limit strategy. We have thus two constants: the nature of the problem, and human nature itself. These are the determining factors in naval war, and it may confidently be assumed that no change, however revolutionary, in war material, is likely to deprive us of the benefit of our centuries of experience. If we are to be deprived of our ancient advantages this will be done not by the inventor, but by the politician and the lawyer. There is the constant risk that the pressure of the sentiment of humanity and the desire for a uniform code to regulate warfare at sea may deprive us of some of those essential advantages which we have drawn from warfare hitherto, those advantages, in fact, which Nelson held to be our birthright.



The Relic Section.

In all our Naval History no more fitting period has arrived than the Centenary we celebrate in which to assemble all those priceless relics and tributes that mutely tell of the gallant heroes of the deep who built up Britain's Bulwarks and died to make her "Mistress of the Seas."

The story of their daring in known and unknown waters is spread over the centuries which, as they passed, have made it more and more difficult to gather in one imposing display the trophies, heirlooms, and records of an imperishable past. Nevertheless, the organisers of the Naval Exhibition, thanks to the strenuous exertions of an influential working committee, generously supported by the present possessors, have been enabled to get together a collection of Naval Relics which has never before been surpassed.

It was the desire particularly of the Executive to receive the loan of pictures depicting great battles and acts of heroism; portraits of great commanders, and other famous naval personages; objects such as orders, jewels, snuff boxes, armour, swords, guns, flags, trophies, relics of battles, and also naval uniforms which would help to show the various changes of dress to date. How well they have succeeded in their onerous and weighty objects a few hours in the Royal Galleries around the Imperial Court will amply show. No visitor, however, could possibly hope to realise the wealth of interest that surrounds him without the invaluable Guide and Catalogue of the Historical and Relic Loan Section. In this volume, which is plentifully illustrated, will be found the fullest details of each exhibit, in so far as they are obtainable from authentic and indisputable records and evidence. For this reason alone the book is valuable, showing as it does matter to arouse our patriotic impulses and to re-tell the tales of nautical derring-do that were the inspiring comrades of our school days. The cap the Great Commander Nelson wore as a baby, the dirk he bore as a "middy," the tourniquet that checked the bleeding when his arm was sacrificed, his writing table from the "Victory," and a host of unimpeachable relics give rise to a flood of proud thought when inspected to-day. The relics are as innumerable as they are interesting. Leading interest will be centred in a miniature of Lord Nelson, probably the earliest authentic portrait of the hero, and a lock of his hair when young, in the original paper in which it was first preserved. These relics give a personal touch to one, now long gone, but whose individuality saturates, with a sense of glory, the minds of every generation of Britons. His memory is co-existent with the Empire. The generous social side of Lord Nelson is amply illustrated in many of the relics. These inarticulate mementos illustrate and reflect, with the convincing force of truth, the stern Admiral, the generous friend, and the unswerving lover of his country. While these, however, command, they do not exhaust the rich treasures of the "Relic" section. Captain Cook, Admiral Benbow, Lord Collingwood, Lord Howe, Franklin, names that are rich as household words, all are personally and humanly reflected in this particular section.

The promoters of the Exhibition have, however, not been entirely dependent upon the past. Our own age vies in honourable ambition with the past, and the achievements of Lord Charles Beresford find fitting association with the glories of the nation's earlier sea-wolves. Captain Cook's relics are interesting and numerous. The Royal Naval College, Greenwich, have furnished a rich collection of Franklin relics. A priceless relic is the rich Venetian glass punch bowl, used by Admiral Blake when in command of the Navy under the Parliament Forces, out of which he was drinking when Van Tromp broke his cabin window. Lord Collingwood has his memory amply perpetuated with a superb collection of relics. The Trafalgar and St. Vincent gold medals are less the nation's wealth than the memory of an invincible sailor. These, however, visualise to a lover of his country to-day the personality of an unique force in the building up of the Empire. The versatility of his genius is made manifest in the small painting of himself executed by himself in the year 1776.

The variety of the relics is too great for special enumeration. It is representative of England's sea triumphs. On view is the boiler plate of ss. "Safia," commanded by Lord Charles Beresford, mended, under heavy fire, by Chief Engineer Henry Benbow when the steamer was running the gauntlet of the Dervish forts, in proceeding to the rescue of Sir Charles Wilson during the Gordon Relief Expedition.

All lovers of our sea-power will have an opportunity at the Exhibition of inspecting a national collection under one roof that will never be seen again.

Polar Research.

The history of Polar Research is, and always has been, of absorbing interest in this country. It is therefore very right and proper that it should receive special recognition in an Exhibition, such as the one now organised at Earl's Court, which has for its object, not only to recall to our minds the heroic deeds performed on the high seas by those who have done so much to build up this great Empire, but also to remind our countrymen of those equally brave and gallant men, who have risked their lives, and who have endured great hardships and privations, in their endeavours to advance and promote geographical knowledge, by the Exploration of every accessible part of this globe.

There are, even in this twentieth century, many thousands of square miles situated at the north and south extremes of our terrestrial sphere, still wrapped in the veil of obscurity. Many attempts have been made to lift this veil, and to penetrate into those secret recesses that are beyond the threshold that separates the known from the unknown, and these have been attended with a greater, or lesser, amount of success; but there is still a region of great extent, which, so far, has defied the efforts of man to reach, and which is illustrated on our charts and on our globes by unseemly blank spaces. So long ago as the fifteenth and sixteenth centuries our countrymen, impelled by a praiseworthy desire to explore the "uttermost ends of the earth," made spasmodic attempts, in vessels totally unfit for such a service, to penetrate into the region of "thick ribb'd" ice that surrounds the North Pole; but it was not until the end of the sixteenth century that the work of exploring the North Polar regions was systematically commenced, and this has been continued intermittently to the present day.

It was not only in the cause of geography and other kindred sciences, that ships were fitted out and equipped for service in the Arctic Seas, in the olden days; they were also despatched in the interests of commercial enterprise, in the anticipation of discovering a shorter route to India and far Cathay, through the ice fields of the north, so as to avoid the otherwise long, and often tempestuous, voyage that would be experienced in sailing round the Cape of Good Hope. There were wealthy merchants in those days, as in these, who were ready and willing, to risk a portion of their worldly riches, in the accomplishment of such a notable discovery as the achievement of the north-west, or the north-east, passages from the Atlantic to the Pacific; and there were also many brave, skilful and enterprising seamen then, as now, who were prepared to risk their lives in order to achieve success in such a laudable undertaking. It is earnestly to be hoped that such a spirit will continue for all time, to animate the hearts and the minds of our countrymen. No service, during peace time, conduces more to the development of the energies of our seamen, their resourcefulness, skill, and all those other great qualities, a combination of which has done so much to make the English sailor, the

"handy man" that he is now universally, and deservedly, acknowledged to be, than service in the Polar regions. It is a service that necessitates constant watchfulness, courage of no common order, dash combined with prudence, and, above all, that trust and confidence in the power and help of the Supreme Ruler of the Universe, who alone can guide our footsteps in safety, and crown our efforts with success.

There is nothing in the annals of the maritime history of this country that is so noble, so touching, and so full of faith, as the last words of brave Sir Humphrey Gilbert, who, when his ship foundered in mid-ocean, was heard to exclaim, "Courage, my men, we are as near Heaven by sea as by land." That saying is one that should be deeply engraven on the hearts of those who "go down to the sea in ships, and occupy their business in great waters," and especially to those who are engaged in the quest of the unknown and the unexplored regions of the world.

From the latter end of the 16th century until the present day, a period of more than 300 years, successive expeditions sailed from this country, with the primary object of geographical research in high latitudes. Some of these were organised and despatched by Government, under the direct auspices of the Admiralty, commanded by Naval Officers, and subject to Naval discipline. Others have been sent out through the munificence of patriotic Englishmen who were desirous of seeing their country take the lead in the race for geographical discovery in Polar regions. All have very materially assisted in adding to our geographical knowledge of the planet on which we live. The achievements of Davis, Baffin, Hudson, Parry, Ross, Franklin, McClintock, Nares, and Scott, are briefly alluded to in the article on "Polar Exploration," which appears in the catalogue of this Exhibition.

For many long years England held the foremost place in the list of competitors in the race for the Poles. Hudson, Parry, and Markham successively held the blue ribbon for having reached the highest latitude in the North Polar regions for a period of nearly 300 years; but within the last ten years, Norway and Italy have succeeded in wresting this honour from our grasp; Nansen and Cagni having attained positions almost equidistant from the North Pole, and much nearer to it than that reached by Markham 29 years ago. England, however, is well to the front at the opposite end of the world, Captain Scott having recently penetrated to a position some 250 miles nearer to the South Pole than has ever before been reached. While England claims the honour of having discovered the long-sought-for North-west passage, Sweden has the great credit of having actually achieved the North-east passage, that eminent scientist and explorer, Professor Nordenskjold, having accomplished the voyage in a steamer from the Atlantic to the Pacific, to the northward of Europe and Asia.

Many nations are now engaged in the important and fascinating work of Polar research, and we may confidently assume that, guided by the valuable experience of those who have gone before them, with the powerful aid of steamers and other modern scientific appliances, and stimulated by the deeds of their forefathers in the same regions, before another generation has passed, we shall have a full and complete geographical knowledge of the world in which we live.

Angling and Fish Culture.

One of the advantages of bringing together such a fine collection of fish of all kinds which afford sport to the angler is that it proves that fish stories are not all imaginary. Thousands of scoffers at our art, will, let us hope, see that the beginning and ending is not a fly or worm at one end, and a fool at the other—a libel which has for so long been attributed to Dr. Johnson that it seems almost impossible to eradicate it. So far from saying anything of the kind the glorious old Doctor said that he loved Walton, contemplated writing his life, and never said a word against the art. Anglers should note this, for nothing has done more to disparage our art than this libel set afloat by a flippant Frenchman before Johnson was born. Since particulars of the collection of fish will be found in the catalogue it is unnecessary to specify them in detail here, but it is quite certain that those who have so kindly lent us specimens will have the hearty thanks of all angling visitors, and indeed of all who have any love for sport of any kind.

Salmon and Tarpon.

Although salmon of heavier weight than any of the fine specimens* exhibited have been caught by anglers, such an event is very uncommon—that is, compared with the great number of salmon killed every season by sportsmen. Yarrell mentioned one killed by the Earl of Horne on the Tweed, which weighed seventy pounds all but four ounces. This is a record for the rod, so far as the old world is concerned. Some years ago I saw at Apsley House a salmon killed by an English angler in Alaska which weighed over 80lbs., but this was not a *salmo salar*, which is not found on the Pacific Coast. It was, unless I am greatly mistaken, a quinnat—*oncorhynchus tschauytsche*—to give it its Russian name. This fish is justly called the "Royal Chinook Salmon," and "King Salmon" by the people of the Pacific States, for no other salmon in the world compares with it in size. In the Yukon it attains a weight of 110lbs. But this great fish will not look at a fly, and personally I would much rather catch on fly a true *salmo salar*, like those in our exhibition, than one of these huge American fish. Mr. Cholmondely Pennell, to whom anglers owe so much for those charming works on angling given to the world during the past half century—works to which subsequent writers also owe so much, though they have forgotten to mention it—tells us in his "Angler-Naturalist" that the largest recorded salmon captured in British waters was a female fish of 83lbs., sold by a London fishmonger in 1821; that a 74lbs. fish is mentioned by Pennant, and that a Thames salmon of 70lbs. is recorded by Salter as having been caught at Laleham in 1789.

* Mr. E. M. Corbett's Norwegian salmon is the heaviest—this grand fish weighed 58½ lbs., and was 4 feet 1½ inches in length.—R.B.M.

Will salmon ever be caught again in the Thames? Not, I think, until the 200 million gallons of sewage now turned into it every day below London is rendered harmless to fish life. None the less must we all wish success to the Thames Salmon Association in its effort to re-stock the river. Salmon angling is the greatest, though not in every way the most scientific or delightful, branch of the art. In the present exhibition will be found the most modern and perfect rods, reels, lines and lures for angling hitherto invented—it is difficult to imagine even in which direction there is still room for improvement, though it is equally certain that the next Fisheries Exhibition at Earl's Court will show an advance. If I may venture to prophesy, I think it will be in the direction of equally efficient rods and reels at about half the present weight—and the present weight is about half that which our forefathers thought was the right thing. The time is not far distant, I think, when some new form of metal will make wooden rods as much out-of-date as wooden walls in naval warfare. I say "new form" because so far wood more than holds its own.

Tarpon fishing. I have mentioned the tarpon with the salmon because the tarpon, of which fish fine specimens will be found in this exhibition, has so often been compared with the salmon.

It is a great American sea fish which is fished for with powerful short rods and the strongest lines used in any kind of angling. The tarpon takes a bait freely, it fights most gamely, and as it runs to hundreds of pounds in weight, its capture is one of the most exciting forms of sea angling; in fact, fishing for tarpon is only rivalled by fishing for tuna as a sport for wealthy American sportsmen and sportswomen. The tuna, an American tunny, is found off Catalina Island in the Pacific, and the tarpon off the coast of Florida. A fish which rivals these in strength, if not in size, is the mahseer of India, of which I fear we have no specimen in the exhibition. There are one or two examples of the huchen (*salmo hucho*) the salmon of the Danube, which is said to grow to 70lbs. and over. At the moment of writing I hear of a probable attempt to stock the Thames with this great non-migratory salmon, by the Thames Salmon Association.

Trout and Grayling.

Some exceedingly fine specimens of trout, including rainbow trout and grayling will be found in the Fisheries Section. The great Test Trout of over 16lbs., caught on rod and line by Master Ashley, at Broadlands, is the largest river trout ever taken in this country, unless possibly a Thames trout may have beaten it. The trout was unknown in New Zealand less than fifty years ago, now hundreds of streams are stocked with them, and fish up to and over thirty pounds are occasionally taken. I think the largest trout ever taken in the United Kingdom was the exceedingly handsome Loch Stennis fish of nearly 30lbs.; the great lake trout of Geneva I have seen over 30lbs. in weight, and in the lakes of the Tyrol and Eastern Austria they have been taken double that weight. In no part of the world does that beautiful fish, the grayling, attain a great weight, I doubt if there is authentic record of a grayling much over five pounds, some

books about fish mention grayling of nearly ten pounds being found in the rivers of Lapland, but Admiral Kennedy assures me that he has never seen fish of much over 3lbs. or 4lbs. A September or October grayling in a river like the Test or the Itchin is, I think, almost as good a fish as the trout. In a stream which suits it, the grayling increases very rapidly, and for this reason its indiscriminate introduction into trout streams is not to be recommended, as it takes too much of the trout's food, and also its eggs if deposited in the main river.

Pike and Perch.

The largest pike taken by an angler within the last half-century in England, of which we have undoubted record, is Mr. Alfred Jardine's 37lbs. fish, his next best fish being only one pound less. On March 22nd, 1903, Mr. William Duffy, fisherman, of Athlone, on the Shannon, sent me a magnificent female pike, which he informed me he caught that morning with rod and line. It weighed, twenty-four hours after being caught, full 37lbs., and I had it set up and doubt if a finer specimen will be found in the exhibition. It will be seen that the head is small, and the shape perfect in every respect. Doubtless if the great Irish lakes were fished for pike as our English pike waters are, fish over 40lbs. would be taken; we often hear reports of their capture in nets, but somehow or other we can never get really satisfactory evidence. I think I never remember having published, in the "Fishing Gazette," so many accounts of captures of big pike as during the past season, especially from English waters. Unquestionably the great show of these fish will delight keen pike anglers, especially those taken by spinning. Perch are certainly not increasing in numbers in England; about five pounds is, I think the record weight, and perch over three pounds are comparatively rare. As a bold biter and good fighter the perch is justly esteemed by anglers, and it has the additional recommendation of being excellent eating, which is more than can be said for most of our fresh water coarse fish.

Roach, Chub, Carp, Bream, Tench, &c.

A finer collection of roach, chub, carp, bream, barbel, dace, tench, etc., has never been shown. The late Francis Francis, so many years the very popular angling editor of the "Field," said that he doubted the existence of roach much over 2lbs., and yet we have in this collection two fish over 3lbs., and one nearly 4lbs.! There is no doubt thousands of roach anglers will come to see this great fish, which was caught in one of the reservoirs of the Bristol Water Company. I sent its teeth to Mr. G. A. Boulenger, F.R.S., our best authority on fish, who said they were those of the true roach, and no one who sees the fish will have any doubt about it. Then Mr. E. J. Walker's grand chub is also a record fish—it is pleasant to know it fell to the rod of such a good angler. In the fine collection lent by the Piscatorial Society will be seen a most varied array of British fresh-water fish, as well as the "pike-perch" or "sander," and huchen from Germany, and black bass from America.

Mrs. Prideaux is a most skilful and enthusiastic angler, whose collection of fish, caught in fresh as well as salt water, is of special interest.

Fishing Tackle, Motor Boats, Fly Making and Fly Casting Exhibitions.

Angling visitors will find much to interest them, in addition to the collection of fish, rods and tackle of all kinds for fresh and salt water angling, and those who make their own flies will find some excellent work by amateur fly-dressers. Fishing boats, with some simple, safe and not too costly form of motor, are constantly being enquired for in the angling papers, and doubtless all the best and latest inventions of this kind will be found in the exhibition. It is hoped that, although there will be no general tournament, there will be some exhibitions of various styles of fly-casting by experts. It is said by some salmon anglers that the Spey cast cannot be done at all satisfactorily on dead water, but I shall be much disappointed if we do not see Mr. Grant, of Inverness, cast fifty yards with his modification of the Spey cast.

Fish Culture.

One of the greatest attractions of the present Exhibition will undoubtedly be the Model Exhibit of a Salmon and Trout Breeding Establishment, from the Earl of Denbigh's Fish Hatcheries, Holywell, North Wales, of which Mr. J. B. Feilding, F.L.S., F.Z.S., is Director; here all the different stages of trout breeding on the best modern system will be shown.

The most important development of the last fifty years, in connection with the fresh water fisheries of Europe, the United States, and Australasia is the great progress made in artificial fish culture. On the Continent and in the United States fish culture is carried on chiefly, if not entirely, with a view to increase the food supply. In the United Kingdom and many of her colonies, the object of the fish breeder is chiefly, if not entirely, to meet the demands of anglers for trout, for restocking trout streams and lakes.

One of the most common things in connection with the artificial cultivation of *salmonidae* is the great, and, one might fairly say, perfect success with which trout of all kinds can be produced and the failure which has so far attended all attempts to artificially increase our supplies of salmon. It is true that this failure is denied in some quarters, but after investigating the cases in which success has been claimed in this country, on the Continent, and in America and Canada, I have been reluctantly compelled to admit that salmon culture is a failure.

Artificial Trout Culture a great Success.

With the trout the case is happily very different. After proving a success on the Continent and in this country between thirty and forty years ago, Frank Buckland and Francis Francis, in 1863, added a few hundred trout eggs to a consignment of salmon eggs which Mr.

Youl was sending out for the New Zealand Government. Many consignments of many thousands of salmon eggs were sent to New Zealand, and these attempts to introduce salmon to the Antipodes have continued up to the present time. The salmon is still unknown in any river south of the Equator, but from the small lot of trout eggs from the river Wey in Surrey, and the Itchen in Hampshire, began that stocking of the New Zealand rivers which is now reckoned as one of the greatest triumphs of pisciculture. New Zealand now affords the finest trout fishing in the world—whether for size of fish or number. These great New Zealand trout often drop down the rivers, and are found in the sea, miles from any river, and are often mistaken for salmon. Twenty years ago I had a New Zealand trout sent to me in a frozen state. It was about 12lbs., a handsome fish, the flesh, when cooked, a pale lemon colour, but like all *frozen* fish, it was woolly and flavourless.

The New Zealand Government, nothing daunted by the non-success of its attempt to introduce the Atlantic salmon (*salmo salar*) has tried of late years to acclimatise the Pacific Coast salmon (*salmo quinnat*) but so far without result; but American trout, including rainbow trout and brook trout have done well, especially the former.

Specimens of New Zealand trout will be found in the collection lent by the Fly Fishers' Club.

I have been so much impressed by the success of trout culture in New Zealand, and the great size of the trout, that I am arranging to get from New Zealand eggs from their best fish, in order to try them in this country.

Rainbow Trout.

In this country the rainbow trout has proved a grand fish under certain conditions. In waters which suits it, which contain abundance of food, and out of which it cannot escape, it does well, in some cases splendidly, but in our rivers it will not stop, and should not be placed, unless it can be effectually locked in with gratings, which is only practicable on small private streams.

The need for Artificial Culture of Natural Fish Food.

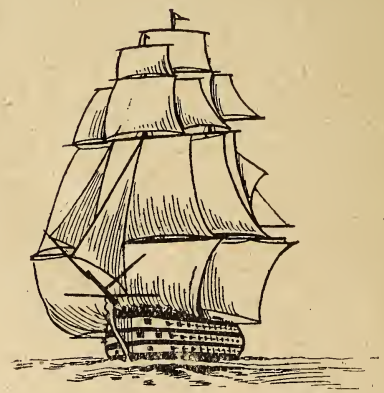
Trout culture is a great success, and where disappointment results it arises almost invariably from the fact that many people seem to think that trout live on water. They turn hundreds of fine trout into a water without a thought as to whether it can support them. Trout must have food, and in my opinion the most important thing trout anglers, and especially fly-fishers can do, is to encourage the artificial cultivation of natural trout food, especially insect and fly food. I hope that one of the results of this Exhibition may be the starting of a little society for the encouragement of natural trout food culture, especially of water flies. The few small, isolated experiments which have been made during the past twenty years with May fly culture are, I think, encouraging rather than discouraging, since they have established the fact that this invaluable fly can be transplanted. But the experiments were on a very small

scale, and not continued, and although the May fly appeared for one or two seasons, it disappeared again. I would gladly subscribe to a fund to be devoted to serious experiments in this direction. Fly-fishers increase, while flies decrease, and I have long thought, and said, that we must hatch flies artificially to feed our artificially hatched trout. It is a difficult problem, and, therefore, all the more interesting to tackle.

Fish Pictures.

Among the loan collections will be found some interesting pictures of fish and fishing.

R. B. MARSTON.



Sea Fisheries.

A few words on the section illustrating the sea fisheries of the United Kingdom are not out of place in this Guide-book, though the space at our disposal will not allow us to do more than give the merest indication of the vast importance of the sea-fishing industry to the people of this country. In this short notice we are, of course, referring only to those fishes which are obtained for the purposes of food. It will surprise a good many of the visitors to the Exhibition to learn that in the opinion of experts there are between eighty and ninety different species of fishes which come under the designation of British marine food fishes. Among the best known of these are the following: the democratic and toothsome herring (otherwise known as the bloater, kipper, Digby chick, etc.), the homely sprat, the oily pilchard or sardine, the shad and the anchovy, all belonging to the great herring family. The cod family includes the cod, haddock, whiting, pollack, hake, ling and rockling, while the plaice, the dab, flounder, lemon sole, halibut, sole, turbot, brill and topknot are classed as belonging to the flat-fish or flounder family. Then we have the smelt, red mullet, dory, grey mullet, eel, conger, and last but not least, the familiar mackerel. All the fishes we have named are valuable as food, and several of them are of great importance commercially. In this connection, the first place should, perhaps, be given to the mode of fishing known as trawling, which has its chief stations on the East Coast,* and is generally spoken of as the North Sea Fishery, with its trawling grounds on the Norfolk and Lincolnshire coasts for the home fishing, whilst the off grounds are on the Dogger and towards the Dutch coast. Most of us are acquainted with the picturesque trawlers running in and out of the harbours of Hull, Grimsby, Yarmouth, Lowestoft and Ramsgate. Grimsby and Hull are the two great ports for the North Sea, Icelandic and Faroese fisheries. In the report of the Inter-Departmental Committee, appointed by the Government to inquire into the system of collecting fishery statistics recently issued, it is stated that at Grimsby the fish returned as landed in one year (1899) was 93,453 tons, of the value of £1,720,263, besides shell fish to the value of £15,382.

* In a recent year the ports on the East Coast received 89 per cent. of the total quantity of trawl-and-line caught fish returned as landed in the whole of England and Wales. Of these ports, the following 11 received between them 99 per cent. of the whole quantity landed on that coast, viz:—North Shields, Sunderland Hartlepool, Scarborough, Hull, Grimsby, Boston, Great Yarmouth, Lowestoffe Ramsgate and London.

The number of fishing boats arriving are often fifty per day, and sometimes many more. The pontoon, where the fish is landed, is more than half a mile long, and the whole amount of fish is landed between the hours of 6 a.m. and noon. At Hull the fish returned as landed in the same year was 62,465 tons, of the value of £941,712. Between them, these two ports received in the year more than one third of the whole amount of fish landed in England and Wales, and more than the total value of the fish landed in the whole of Scotland. The number of sea-going trawlers now working on the English and Welsh coasts cannot be less than between 2,800 and 2,900, the large majority of which regularly fish in the North Sea. Taking a moderate average of five hands to each vessel, we have between 14,000 and 15,000 men and boys engaged in the trawling fishery, and trained to a regular sailor's life.

From the figures supplied in the last official report available of the Government Inspectors of Fisheries, it is evident that steam trawlers are gradually taking the place of the more picturesque sailing trawlers. In 1893 there were 480 steam and 2,037 sailing trawlers of the first class on the register, whereas in 1902 the steam vessels had increased to 1,096, while the sailing trawlers of the first class had decreased to 807.

We have so far been speaking of fishing by trawl nets. This is the mode chiefly adopted in deep-sea fishing, and by which the greater quantity of the fish for the London market* is taken, with the exception of herring and mackerel.

In shape the trawl net is something like a triangular purse, usually about seventy feet long, about forty feet broad at the mouth, diminishing to four or five at the cod, which forms the extremity farthest from the boat, and is about ten feet long, and of nearly uniform breadth. The mouth is kept extended by a wooden beam, and the net is furnished with two interior pockets, one on each side, for securing the fish turning back from the cod. The rope forming the connection between the boat and trawl-net, when it is overboard, is known as the trawl-warp.

We will now devote a short space to the subject of line or drift-net fishing, which ranks next in importance to the trawl, and is the mode by which herrings, mackerel, pilchards and sprats are taken; but it should be added that many kinds of fish are caught by both methods, that is, by trawlers and line boats. Herrings form the chief produce of the line fisheries, the average yield for the last ten years of which statistics are published being 1,542,709 cwt., and the value £453,091, while in one year (1901) the yield was as much as 2,452,848 cwt., and the value £892,637. During the same ten years the average mackerel yield was 395,187 cwt., of the value of

*Much of the fish sent to London is caught by certain steam fleets fishing in the North Sea, which send their fish daily to the Metropolis by special steamer. These steamers are employed solely for this purpose, and are known in the trade as "carriers."

£316,471. Notwithstanding the enormous quantity of these fishes which is taken year after year, the best authorities are, we believe, agreed that there is absolutely no diminution in their numbers in the sea. And it is reassuring to be able to add that the same can be said of all the marine food-fishes of our coasts. Human agency has, in fact, had no appreciable effect in diminishing the number of fishes which live in the sea. It is true that the fish occasionally disappear from their accustomed breeding grounds, giving rise to apprehensions of over-fishing at such places, but the absence of the fish is owing more probably to the fact that constant dredging has rendered the ground unsuitable for breeding, and the fish have, in consequence, moved on to some other locality, to reappear in their old haunts, after an interval of a few years. Much has been said in recent years as to the increasing scarcity of soles, and yet, only last year, in the season (August to October) the quantity of soles taken was extraordinarily abundant. The effect of man's action on the number of fish in the sea can be as nothing compared with that caused by their natural enemies. Take the herring, for instance, the shoals are generally followed by multitudes of hakes, dog-fishes, etc., and gulls and other sea-birds hover over them, all bent on taking tribute from the shoal. So great, however, is the fecundity of the herring that, as we have already said, the enormous number taken appears to produce no diminution of their abundance. As many as 68,000 eggs have been counted in the roe of one female, but this must have been an exceptional case, since the average is about 31,000 eggs. The herring fishery, which has been prosecuted in England since the beginning of the eighth century, begins at the Hebrides, and on the west coast of Scotland, in May or June. On the east coast, where the great Scotch fishery takes place, it does not commence till July, and it goes on till September. The home fishery at Yarmouth is from September to November, and in the English Channel it is usually in the last two months of the year, extending quite, in the west, to January or February.

The pilchard resembles the herring, but is thicker, and rounder. It appears on the Cornish coast about the end of July in immense numbers and furnishes a considerable article of commerce, the fish taken being salted and the greater part sent to Italy for consumption. The question whether pilchards and sardines are the same or not is frequently raised. Mr. J. T. Cunningham, in his book on the natural history of the marketable marine fishes of the British Islands, replies to the question as follows: "The sardine of commerce "is prepared on the west coast of France, from Brest southward "to La Rochelle, and therefore the fish is taken in a part of the "sea which is near to, and not separated from, that where the "Cornish pilchard fishery is carried on. The pilchard extends "throughout both these parts of the sea, and the sardine is not "a different fish. Pilchard is the Cornish name for it, sardine the "French. But the fish which are preserved in oil and tinned "are small, young fish, and these are not regularly caught by the

"Cornishmen. The difference in the product is due to the difference "in the mesh of the nets used. There is no reason to doubt that "the small sardines could be caught in Cornish waters: in fact, they "have been frequently taken in the seines there, but were not "wanted, because not suited to the Cornish trade." The average yearly value of the yield of pilchards in Cornwall is about £24,000.

The mackerel belongs to the tunny family, and is one of the most beautiful of fishes, as regards the brilliancy of its colours, as well as one of the most useful as regards the food of man. Its home lies in the middle and eastern parts of the Atlantic, whence it migrates into British waters. Professor Sars has ascertained that mackerel spawn at the surface of deep water, and the ova float while the fish are hatched, food being probably the attraction. Mr. Cunningham states that the number of eggs in a single female has been calculated to be from 430,000 to 540,000 in specimens 18 to 20 ounces in weight. The average annual value of the yield of mackerel may be considered at about £300,000, though the take in recent years has shown signs of shrinkage.

The number of men and boys in England and Wales employed in sea-fishing is roughly 31,500. The calling, we need not remind the reader, involves a life of hard toil, full of risks and perils, and a heavy toll in the shape of human life is yearly demanded from those whose occupation is the harvest of the sea, for it is a sad fact that during the ten years 1893 to 1902, according to the last official statistics available, no fewer than 2,705 fishermen died at sea, when serving on board fishing boats belonging to the United Kingdom, and of this number as many as 1,782 perished owing to their vessels being wrecked or meeting with other casualties in the open sea.

With these few words, which may serve as an introduction to the Sea Fisheries Section of the Exhibition, we take leave of our visitor, and cannot do better than recommend him to inspect the exhibits.

Natural History of the Salmon.

(SALMO SALAR, L.)

The mature fish ascend the rivers about the fall of the year for the purpose of spawning in the upper reaches. The number of ova carried by a large fish is about ten thousand, and, taking large and small together, is, speaking *roughly*, about a thousand ova for every pound of live weight. Comparatively few, however, hatch out in the wild state, owing to river pollution, floods, and the attacks of natural enemies. But in a hatchery, where the ova are carefully protected, at least 90 per cent. may be hatched successfully.

The *ova* are shed by the female and fertilised by the male after extrusion. They are heavy, and non-adhesive; and being of greater specific gravity than the water, they rest on the river's bed. When freshly shed, they are not unlike mistletoe berries in appearance, and about the same size. The milt of the male, examined under a powerful lens, discloses some millions of tadpole-like bodies (spermatozoa), one of which enters each egg by the micropyle (a small opening in the side), and then closes, when the independent life of the salmon begins—the ova being left to take care of themselves. If not fertilized at the moment of deposit, the ovum dies. The development of the embryo may be plainly seen after a few weeks, the eyes and spinal column being then exceptionally conspicuous.

At the expiration of 90 to 100 days (according to temperature) the young fish (or *alevins*) hatch out, presenting a very different appearance to the salmon to be seen in the fishmonger's shops. They are about one inch in length, semi-transparent, and provided with a supply of nourishment in the umbilical or yolk sac—a bag attached to the ventral surface. This sac contains sufficient nourishment to support life for about 50 days, by which time the contents are almost absorbed, and then—and not until then—the tiny fish commence to find their own food in the form of microscopical animal life. It is not until the yolk sac has nearly disappeared that the embryo begins to resemble the familiar adult—at this stage they are called *fry*.

At the expiration of two months the fry arrive at the *parr* stage, and measure about $4\frac{1}{4}$ inches in length. After about 18 months or two years the parr, which up to this time bear a strong resemblance to ordinary trout, lose their trout-like markings, and, becoming silvery, migrate to the sea as *smolts*. Here we lose them, for after reaching the sea they are very rarely captured, and of their subsequent life but little is known. Later they return to the rivers as *grilse*, it may be the same or the following year or even longer, but the exact time of return we do not know.

The stages in the life of the fish generally recognised are, in ascending order, ovum, alevin, fry, parr, smolt, grilse, kelt, and salmon.

It is to the experiments of "marking" fish, now being carried on in various parts of the country, that we shall probably have to look for the further elucidation of many obscure points in the life history of this interesting species.

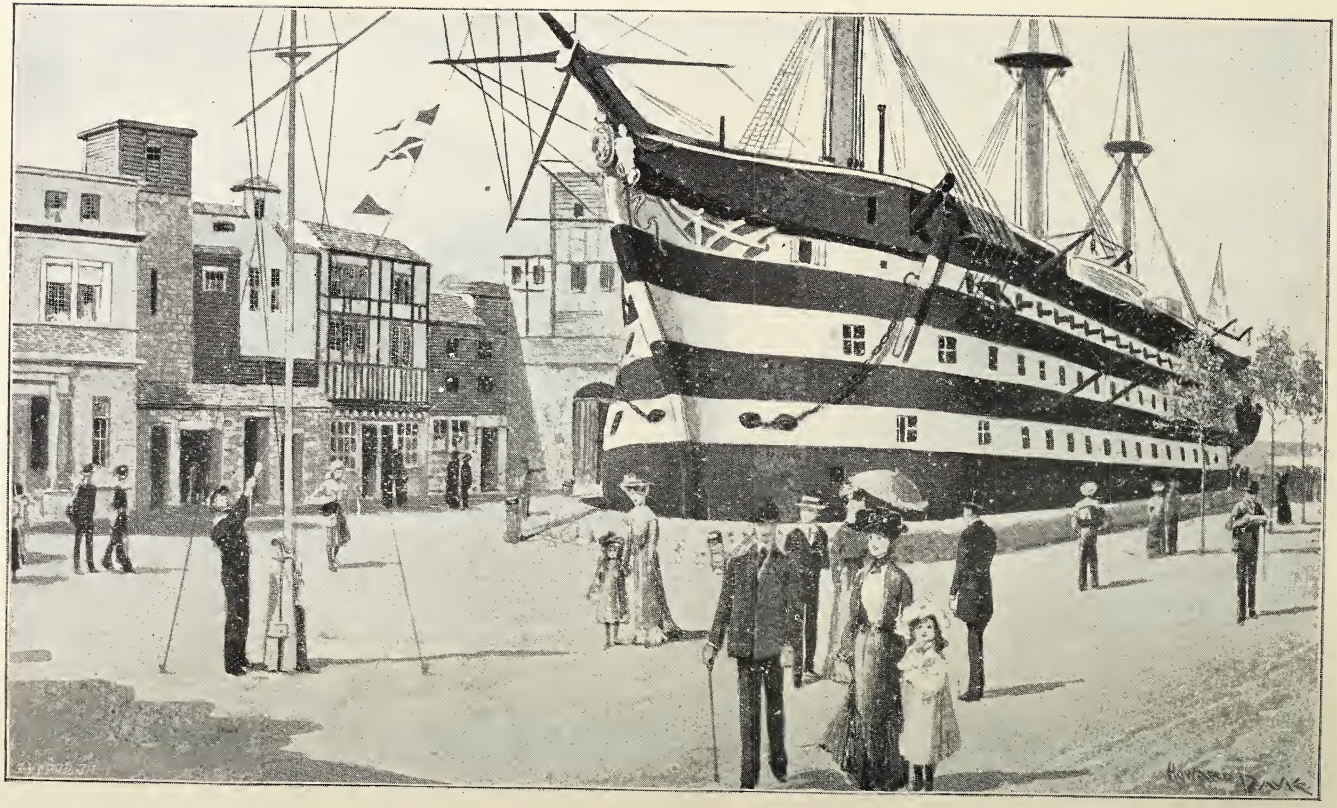
ALBERT WADE, F.E.S

British Yachting.

There is no sport more characteristically British than yachting. For centuries it has consistently flourished, both as the pastime of the wealthy and the hobby of the enthusiast, and it gives a fair index of the nation's prosperity and the temperament of its people. In history it has ever been so, and from the earliest times there are records of the private craft of the more famous and wealthy states. We see, therefore, that our national sport is in no way peculiar to our day or race, but was shared by the ancients; and even in the matter of luxury and extravagant appointment of vessels, these latter were considerably in advance of our later day practice.

Such records as we have, however, are fragmentary and vague, leaving us in doubt as to all save the fact that private ships were in use from the earliest times, and that those ships were lavishly fitted; even, as it has been said, more so than those beautiful ships which we to-day are inclined to look upon as the last word in luxury and beauty. The *racing* of yachts, however, is another matter, and here the Anglo-Saxon race holds a unique position. While the yachts used by the ancients seem to have been employed solely for pageantry and pleasure, and while the Dutchman of the seventeenth century endeavoured to arrive at that very elusive combination—business and pleasure—the Anglo-Saxon has raced his yacht ever since he possessed one.

British yachts and yacht racing date from the troublous times of Charles II., and to the Merry Monarch himself we are indebted for their introduction into this country. Indeed, that king literally brought them with him; for, with the exiled court, he left Holland in a fleet of yachts lent by that hospitable country. It was one of those Dutch yachts—or "yaght schips" as they were called—sent over as a present to King Charles, which may be said to have been the pioneer of British yachting. This yacht—the *Mary*—was built in Amsterdam, and is recorded as being of 100 tons. We are fortunate in having the advent of this yacht chronicled by no less a person than the immortal Pepys, who, in his quaint language, not only describes her, but also the yachts which were immediately built to compete with her and from the same source—and also the diary of Evelyn—we have considerable information regarding this era of



THE "VICTORY."—VIEW IN THE FISHING VILLAGE.

British yachting and yacht building. The arrival of the *Mary* was the signal for competition, and this competition is the soul of yachting up to the present time.

In those days they were no less fortunate in patrons than in chroniclers, and the active patronage of the King and his brother, the Duke of York, was solely responsible for the introduction of yacht racing. The fact is worthy of some note, for there is undoubtedly more in such influence than might at first appear. This is not the only instance in history where we find that a King's love of the sea, and what pertains to it, has sown the seeds of Empire. No sooner had King Charles received his present of the Dutch yacht *Mary*, than he gave instructions to have a British-built rival fitted out. The Royal order was placed with that famous constructor, Peter Pett; and the Duke of York at the same time ordered a similar yacht from a brother of Peter—Christopher Pett—to race that of the king for a wager of £100. The *Catherine* and the *Anne* were built, and resulted in much racing on the Thames. In 1633 another yacht was built for the King by Christopher Pett, and she also was raced. It is interesting to learn that all these yachts built by the Petts were ballasted with lead, and that the *Henrietta* was sheathed with thin sheets of that metal. From this we see that, even in its infancy, yacht designing in this country showed originality in treatment, and that designers of these far-off times were not trammelled by tradition nor lacking in initiative.

It is to be regretted that neither Pepys nor Evelyn had worthy successors. Their natural aptitude as historians, combined with their opportunities as Admiralty officials, rendered their records on naval matters of the greatest value. Subsequent events, however, have been patiently pieced together by various writers, and the chain of British yachting history is fairly well connected.

At the death of King Charles there seems to have been a lull in yacht building. His brother, James II., would appear to have had his time too fully occupied to allow of his following the sport he so consistently patronised as Duke of York. On the accession of William and Mary, however, the yacht once more played a prominent part in the history of our country. William, Prince of Orange, left Holland on board the *Princess Mary*, and thus, for the second time within a few years, the King of England was brought to his kingdom by a yacht. The *Princess Mary* was built in Holland some time between 1670 and 1680, and she proved one of the most remarkable yachts in history. She was wrecked whilst on service in 1827, and thus had the extraordinary life of some 150 years; verifying the fame of the Dutch shipbuilders of the seventeenth century. In size she was 80 by 23 feet with lofty and

spacious cabins, and her rig was not unlike the cutter rig of to-day, additional efficiency being gained by the employment of the lee board, much used then, as now, in Holland. The *Princess Mary* was used by her original Royal owner, then by Queen Anne, and finally for a few years by George I., passing subsequently from her Royal estate "into trade," in which sphere she did yeoman service.

About this period yachting in England became a favourite pastime in other than Royal circles, and many private owners built sailing vessels of various sizes. When in 1698 Peter the Great visited this country to study shipbuilding, his spare time was chiefly devoted to yacht sailing and racing, and it is recorded that his companion in this sport was Caermarthen, son of the Duke of Leeds, some time Lord President of the Council. Earlier Sir Anthony Deane built many successful yachts, among them being the *Harwich* and Prince Rupert's *Fanfan.*

In 1671 the first British yacht crossed the Atlantic. The famous voyage was made by George Fox and several other Quakers in the yacht *Industry*, and it was more than one hundred years after that any other yacht made the passage. Thus in the seventeenth century both yacht designers and yachtsmen were, if anything, in advance of their time; the former in the matter of lead ballast, and the latter in this perilous voyage, which even to-day, is no light undertaking.

Under the Georges, British yachting lacked Royal patronage, but it by no means degenerated, and large numbers of private owners appeared, who took a keen delight both in sailing and racing. About the year 1750 open match sailing was carried on in the Thames, but the greatest historical event of that century was the foundation, in 1720, of the Cork Harbour Water Club, which flourishes to-day as the Royal Cork Yacht Club. The chief objects of this club seem to have been cruising, and social meetings on shore, at both of which the strictest etiquette was observed. Racing seems to have had no part in the proceedings.

In 1775 yacht racing proper was established, under the patronage of no less a personage than the Duke of Cumberland, brother of King George III. Under his patronage an informal club was known for many years as "The Cumberland Fleet." This fleet did a considerable amount of sailing and racing, and under the auspices of the proprietors of the Vauxhall Gardens, many important matches were held. The Vauxhall Cup Race became an annual institution. With the advent of the nineteenth century yacht building was specialised, both Cowes and the Clyde being the centres; White and Ratsey at the former, and Steele and Fife in the latter district. There was also a considerable increase

both in the number and tonnage of yachts built, and in 1815 The Yacht Club was founded at Cowes, with a membership of 42. This club, now well-known as the Royal Yacht Squadron, has ever found Royal favour. Shortly after its foundation the Prince Regent became its first grand patron—a position occupied by subsequent rulers to the present day.

It is extremely interesting to note that the introduction of yachting into this country was subsequent to a period of naval warfare—when we waged with Holland one of the fiercest naval wars in history—and that the great revival of the nineteenth century followed the period which Nelson made so famous by his daring and skill. It was a period during which our prestige was raised by the doings of our countrymen afloat. These facts would lead one to argue that there is a close affinity betwixt our power and sport upon the seas. It has already been suggested that a ruler's love for the sea, even for the sole purpose of pleasure, has influenced the destinies of nations in no small degree, and it might further be said that the one is an index of the other. Our power upon the sea is essential to our existence as a nation, and it cannot be better maintained than by a people who love the sea for itself; for the sport and pleasure they may derive from it.

We have spoken of the influence of yachting on a nation; we might also at this point consider its influence on personal character —probably the more influential factor, being a fundamental one. There is no doubt whatever that the man or woman who has to reckon with the elements—to take every advantage of favourable winds and tides—and even to turn to advantage adverse conditions—there can be no doubt that such a man or woman develops resourcefulness and self-reliance which are of the greatest importance in the formation of character. He or she, as the case may be, has here also a field for skill which is boundless, and which must exercise the dullest mind, while sharpening the more active brain. Few sports or pastimes offer such advantages, and still fewer under such health-giving conditions. It is essential, therefore, that yachting should be both encouraged, and even fostered, as a means of maintaining and advancing the national character.

To return, then, to our chronological survey, the formation of the Yacht Club in 1815 was a stage mark of the greatest importance in the history of British yachting. The history of that famous club, indeed, furnishes an excellent record of progress. Second only to the Royal Cork Y.C. in seniority, it has maintained its position consistently, and at the time of its inception set an example which was quickly followed, until to-day there is hardly a port of any

size in Great Britain which does not boast its club and burgee. In its earlier years, the Squadron took upon its shoulders the legislation for yacht racing—a position now occupied by a more representative body, in the Yacht Racing Association of Great Britain.

On her late Majesty's accession to the throne, in 1837, there were nine yacht clubs in existence:—The Royal Yacht Squadron, the Royal Cork, Royal Dee, Royal Eastern of Scotland, Loch Erne, Royal Thames, Royal Western of Ireland, Royal Northern of Scotland, and the Royal Western of England. From this list it will be seen that yachting and racing was by no means confined to one centre, but were engaged in wherever suitable water was available.

With the Victorian era came Mr. Joseph Weld, an amateur designer of great talent, whose position as a member of the Squadron and a gentleman of considerable means enabled him to exercise a very great influence on yacht racing. Among his most successful boats were the *Alarm*, *Arrow* and *Lulworth*. The second of these boats was cast aside by Mr. Weld, and secured by Mr. Thomas Chamberlayne, who altered and raced her for many years with most remarkable success. Against Mr. Weld were designers and builders of note; among others Joseph White and Ratsey, of Cowes; Wanhill, of Poole; Camper, of Gosport, and Fife, of Fairlie. All these designers produced fine vessels, and, receiving the patronage of many of the leading gentlemen of the country, founded yacht-building businesses which quickly developed with the sport, which, in the literal sense of the word, now had become popular.

The year 1851 saw the arrival of the historical yacht *America*, a schooner which was destined to play the most prominent part in yacht racing in two continents. The credit of her performance goes to the country whose name she bore, not so much for her design—her designer, Steers, was a Plymouth man—but rather for the sportsmanlike pluck of the syndicate which sent her over to race for the Squadron Cup, a syndicate which was headed by Commodore Stevens of New York. The subsequent history of this cup is too well known to require repetition. The cup, which took the first winner's name, became the object of thirteen international contests; but to this day it remains uncaptured. The conditions under which it must be contested need not be discussed here, nor the merits and demerits of the various contestants. Among the more famous yachts sent from this country were the *Genesta*, *Thistle*, two *Valkyries*, and three *Shamrocks*. Certainly this famous series of matches has had a decided influence on yacht designing, but at the same time it must be considered apart from the question as applied to the evolution of yachts generally. The America Cup has cultivated exotics, and such being the case has had little influence on the less showy but hardier plants of both countries.

The following is the history of the America Cup races in tabular form :—

AMERICA CUP RECORD.

Date	Yacht.	Nationality.	Rig.	Owner.	Designer.	Time won by.
1851	*America*	American	Schooner	American Syndicate	Steers	First in fleet of 15 round Isle of Wight.
1870	*Magic*	,,	,,	Mr. Franklin Osgood	Byerly	First in fleet of 15 at New York.
	Cambria	British	,,	Mr. James Ashbury	Ratsey	Finished eighth.
1871	*Columbia*	American	,,	Mr. Franklin Osgood	Van Deusen	Both yachts won in a series of races.
	Sappho	,,	,,	Mr. Douglass	Poillon	
	Livonia	British	,,	Mr. James Ashbury	Ratsey	——
1876	*Madeleine*	American	,,	Mr. Dickerson	Kirby	10 m. 59 s. and 27 m. 14 s.
	Countess of Dufferin.	Canadian	,,	Major Gifford	Capt. Cuthbert	——
1881	*Mischief*	American	Cutter	Mr. J. R. Busk	Cary Smith	28 m. 20 s. and 38 m. 54 s.
	Atalanta	Canadian	,,	Captain Cuthbert	Owner	——
1885	*Puritan*	American	,,	Mr. Malcolm Forbes	Burgess	16 m. 19 s. and 1 m. 38 s.
	Genesta	British	,,	Sir R. Sutton	Beavor Webb	——
1886	*Mayflower*	American	,,	Gen. Paine	Burgess	12 m. 2 s. and 29 m. 9 s.
	Galatea	British	,,	Lieut. Henn, R.N.	Beavor Webb	——
1887	*Volunteer*	American	,,	Gen. Paine	Burgess	19 m. 23 s. and 11 m. 48 s.
	Thistle	British	,,	Sir. J. Bell	Watson	——
1893	*Vigilant*	American	,,	Mr. Oliver Iselin	Herreshoff	5 m. 48 s., 10 m. 35 s. and 40 s.
	Valkyrie II.	British	,,	Lord Dunraven	Watson	——
1895	*Defender*	American	,,	Mr. Oliver Iselin	Herreshoff	8 m. 49 s., 47 s. and *Valkyrie* withdrew.
	Valkyrie III.	British	,,	Lord Dunraven	Watson	——
1899	*Columbia*	American	,,	Mr. Pierpont Morgan	Herreshoff	10 m. 8 s. (*Shamrock* disabled) & 6 m. 34 s.
	Shamrock	British	,,	Sir T. Lipton	Fyfe	——
1901	*Columbia*	American	,,	Mr. Pierpont Morgan	Herreshoff	1 m. 20 s., 3 m 35 s. and 41 s.
	Shamrock II.	British	,,	Sir T. Lipton	Watson	——
1903	*Reliance*	American	,,	Mr. Iselin	Herreshoff	8m. 55 s., 4 m. s. and 11 m. 7 s.
	Shamrock III.	British	,,	Sir T. Lipton	Fyfe	——

No clearer demonstration of the evolution of these yachts could be given than by tabulating the chief characteristics of a few of the more modern of them. The draft measurement has been doubled within sixteen years, the sail areas have increased by seventy-five per cent., and in material there has been still more striking departures, bronze and fine steel compounds having taken the place of wood.

Name.	Water Line.	Beam.	Sail Area.
	Feet.	Feet.	Sq. Feet.
Volunteer	85 8	23·16	9,271
Thistle	86·46	20·35	8,963
Vigilant	86·19	26·25	11,272
Valkyrie II.	86·8	22·33	10,042
Defender	88·45	23·03	12,602
Valkyrie III.	88·85	26·2	13,027
Columbia	89·66	24	13,135
Shamrock	87·69	25	13,492
Shamrock II.	89·25	24	14,027
Reliance	89·66	25·6	16,200
Shamrock III.	89·83	24·85	14,337

The *America* was a schooner of considerable merit, and her lines and rig were in advance of anything which we could put against her. It might be said, however, that the defence which was arranged at the time of her visit lacked both organisation and heart, and with a little more enterprise on the part of the British owners of the time the famous schooner's record might have been modified. Steer's design was chiefly remarkable for the fine fore body and long floor, and also for the fit and design of the sails, which helped her much to windward. It was soon evident that British designers were not above learning, and the *America's* influence was noticeable for many years, while many yachts, such as *Arrow* and *Alarm*, were altered on the lines of the Yankee schooner, and, indeed, the former, when altered, defeated her adopted prototype.

Racing about this time was very brisk, and in 1858 a cross-Channel race was held. In this year, also, the Squadron altered the old measurement by builder's tonnage to one of sail area. Two years later the *Aline* was built by Camper, and in 1865 the schooner *Egeria* was built by Wanhill, and the cutter *Fiona* by Fife. The latter is a remarkable yacht, and to this day annually flies her racing flags. Another notable event in yachting was the appearance in 1875 of *Jullanar*, a yacht which was designed on somewhat novel lines by Mr. Bentall, an amateur. *Jullanar's* chief characteristic was her cut-away underbody, and she met with much success in her racing career. The most important yacht which raced against her, and one which was quite her equal, was the famous *Florinda*, built by Camper and Nicholson. In 1877 the King, then Prince of Wales, won his first Royal Cup in the *Hildegarde*, a schooner built in 1874 by Camper and Nicholson. Later came other successful yachts: *Formosa*, *Latona*, *Samœna*, *Genesta*, *Galatea*, *Vanduara*, *Irex*, *Yarana*, and many others.

Matters were thus progressing favourably till in 1893 the sport received decided impetus by the building for His Majesty of the famous *Britannia*. This fine yacht—one of the most successful ever raced on our waters—was designed by the late Mr. Watson, who also designed *Meteor* for the German Emperor, and *Bona* for the Duke d'Abruzzi. These yachts, with *Satanita*, *Ailsa*, *Valkyrie*, and one or two others, formed the finest racing fleet we have ever had. The *Britannia* was especially successful, and raced consistently and well throughout her career, winning for her Royal owner about £10,000 in prizes. She defended the British flag against American yachts in 1893 and 1894. In the former year *Navahoe* was defeated 13 times in 18 starts, and in the latter *Vigilant* 12 times in a like number of races. Since that time the most important yachts built for racing were the yawl *Sybarita* and the cutter *Kariad*, in 1900 and 1901 respectively. As far as racing is concerned, these yachts may be considered the last word in yacht designing in this country—at least as far as national racing is concerned. In the smaller classes, however, evolution continues to the present time, and the type of yacht known as the "fast cruiser" has been much patronised and developed.

A study of the evolution of the British yacht would be impossible here. It has not arrived at its present state by direct progression; its course having been repeatedly diverted by legislation. This has for its object the prevention of seaworthiness being sacrificed to speed and prize winning, and with this object various measurement rules have been devised and enforced. This question has always been a vexed one—the object of the majority of the rules having been frustrated by the ingenuity of designers. At present, however, every effort is being made to ensure the rules being without loopholes, and also that they will be effective in cultivating good sea boats. The rule which was in general use until the year 1880 was a rule introduced in 1876 by the Royal Thames Yacht Club, and this rule is still adopted for the rough measurement of yachts. The Yacht Racing Association was founded in 1875, and in 1881 the first of its rating rules was devised. The following are the rules which have been in force under the Y.R.A. jurisdiction:—

Y.R.A. Tonnage, 1881–86 ... ... $[B (L + B)^2] \div 1730$.
L being the length on water line.

Y.R.A. Tonnage Rating, 1887–95 ... ... $(L S) \div 6000$.
S being sail area in sq. ft.

Y.R.A. Linear Rating, 1896–1900 ... $(L + B + \cdot 75 G + \cdot 5 \sqrt{S}) \div 2$.
G being skin girth.

Y.R.A. Linear Rating, 1901 $(L + B + \cdot 75 G + 4d + \cdot 5 \sqrt{S}) \div 2 \cdot 1$,
G being chain girth and d. the difference between skin and chain girths.

Steam yachts have reached a stage which groups them with shipping generally rather than with the pleasure fleet which depends alone on sails for propulsion. Their increase in size and numbers has been quite exceptional, and many of them are among the finest pieces of naval architecture in the country. Prosperous times creating large individual fortunes, the last few years produced many of the largest

and most magnificent yachts which have ever been built or owned by one individual. The building of these large yachts is now quite an appreciable part of our annual shipbuilding returns, and their designing has received the attention of some of our most prominent naval architects. Some idea of the relative position which Great Britain holds in the yachting world may be had from the following figures, also the great extent which the sport or pastime is indulged in by the English people. Last year, out of a total of 6,837 yachts, aggregating 297,108 tons, 3,982, of 167,889 tons, were British owned; while of the same total 4,496 yachts, of 238,141 tons, were British built. From such figures as these we realise that British yachting is both popular and in a flourishing condition.

H. L. REIACH

QUEEN'S PALACE.

The Progress of Shipping.

Everyone knows that the shipping industry is one of the most gigantic in the country, whether viewed in relation to the amount of capital invested, to the number of men for whom it directly and indirectly finds employment, or to the part which it has played in the development of the Empire. The growth of the British Mercantile Marine, therefore, furnishes a story of peculiar interest. It is, however, in its more modern aspect that the progress of shipping claims attention on the occasion of the present exhibition. Consequently, it is hardly necessary to examine the experiment which Denis Papine conducted early in the eighteenth century, when, in a paddle wheel steamer, on the river Fulda, steam was first applied for purposes of marine propulsion; but it is interesting to note that exactly one hundred years elapsed before any passenger steamer was continuously employed.

Before the end of 1825 three of the earliest shipping companies had been established—the City of Dublin Steam Packet Company, the General Steam Navigation Company, and Messrs. George Thompson and Co. (Aberdeen Line).

Though the oldest existing steamship company in the world, the City of Dublin Steam Packet Company was not the first to employ steam propulsion from the port of the Irish capital. It was in 1816 that a vessel, starting from Holyhead, initiated the steam passenger service to Dublin. A considerable number of sailing ships had up to that time maintained, as far as weather permitted, a daily connection between the English and Irish coasts; but when the passage was made in less time and with greater certainty with the aid of steam, a general change was seen to be inevitable. This was not long in coming. In 1821 two steam packets—the *Waterloo* and *Belfast*—sailed on alternate days between Dublin and Liverpool. The *Waterloo* was the first to ply regularly from one port to the other, and she once caused a sensation by completing the sea journey in twelve and a half hours, which at that time was a record performance. In 1822 the St. George Steam Packet Company was established, with Government support, to carry passengers, mails and general cargo between Kingstown and Liverpool. This company possessed two of the largest and most powerful steamers that had been built.

The success achieved in these early efforts led a Dublin stockbroker named Williams to inaugurate a company which should run steamships between Dublin and Liverpool. Mr. Williams was unable to raise the necessary capital in Liverpool, but the money was forthcoming in Dublin, and in the following year the City of Dublin Steam Packet Company was the result. The first vessel to appear with the new flag was the *City of Dublin*, and she was followed by the *Town of Liverpool*—for in those days the Mersey port had not attained to the higher dignity now enjoyed—the *Hibernia*, and the *Britannia*. A war of rates began with the St. George Company, a third company—the Dublin and Liverpool—also partici-

pating. This conflict did not end until September, 1825, when one of the rival vessels actually carried seven hundred passengers across the Channel at an all-round charge of sixpence apiece! A further competitor arose twelve months later, by the Government establishing a mail service of its own between Kingstown and Liverpool; but the City of Dublin Company came triumphantly through each struggle, and it is now the sole mail carrier between Kingstown and Holyhead. The vessels engaged in this service were the first to introduce the principal of sub-division of compartments by means of water-tight bulk-heads; and the company may well congratulate themselves on the fact that in forty-five years—that is since they became the sole sea contractors for the carriage of the Irish mails—they have not missed a scheduled passage, nor lost the life of a passenger.

The first prospectus announcing the formation of the General Steam Navigation Company was issued in September, 1824. Emanating from the town residence of Mr. John Hall, on the Custom House Quay, the document declared that:—

> The national benefits resulting from the power of steam are so universally acknowledged, that it appears unnecessary to dwell upon its many advantages. By its application, ships are enabled to enter and quit harbours regardless of winds and tides; and it affords the most flattering prospects of connecting the remotest parts of the globe by a more safe and rapid communication.
>
> The views of this Company are to enlarge the present limited operation, of Steam Navigation to the widest extent to which it can be accomplished with a fair prospect of success. The most cautious calculations, made by scientific and experienced persons, as also the practical knowledge of the directors, justify them in assuring the public that the profit will amount at least, to 15 per cent. upon the capital employed.

Compared with many more recent documents of public companies, the prospectus of 1824 was the embodiment of modesty, and the earliest results were certainly not exaggerated in the confident anticipation as to dividend. Mr. Hall was the owner of sailing vessels which were at the period trading regularly between London and Hull. In the spring of 1824, there were afloat about eighty steamers in English waters, and twenty-nine in Scotland. The views Mr. Hall entertained were shared by Mr. Thomas Brocklebank, a timber merchant, who had accumulated considerable wealth, and was running a steamship called the *Eagle*, between London and Margate.

From the very beginning the *Eagle* proved a decided success, and Mr. Brocklebank was induced to join Mr. Hall in floating "Our Great Steamship Company." An agreement between the two men was drawn up, and the proposal to form a joint-stock company received warm support in the City of London, the capital, raised by £100 shares, being fixed at £2,000,000.

It was next resolved to advertise for "vessels with steam or other power engines," but the response to this invitation was rather disappointing. Other steamers were purchased, one of which plied alternately between London and Hull, and between London and Ramsgate. Six new steamers were ordered, with a view to establish routes between London and Yarmouth, London and Ostend, and

Brighton and Dieppe. The gross tonnage of these vessels did not in any case exceed 240, and they were supplied by Messrs. Boulton, Watt and Co., Mr. Maudsley and Mr. David Napier, with engines indicating 40 horse-power.

As stated in the *Railway News* of November 30th, 1878, "the company's success was immediate and great beyond all anticipation." At the end of the first year, the directors declared a dividend of 16 per cent., and in these circumstances the Board had no hesitation in acquiring fourteen more steamers, some of which were built to order, while others were bought. One half the number were devoted to the coasting trade, and the remainder ran from the Thames to the nearest continental ports—Hamburg, Ostend, Dunkirk, Boulogne, Calais and Dieppe. At the end of the second year's working, when the fleet consisted of twenty-two steam vessels, regular routes had been opened to Rotterdam and Havre, as also to several English ports.

It was at this juncture that ruling Powers began to realise the necessity of allowing steam to take the place of sails in vessels employed for Imperial purposes. Representations were received by the directors simultaneously from the British and Russian Governments, which were anxious to purchase several of the company's fastest paddle-wheel steamships, the Admiralty being particularly keen in regard to the *Earl of Liverpool*, which had proved a singularly reliable boat. But no national emergency existed, and as it could not be suggested that the circumstances warranted any patriotic sacrifice, the directors declined all offers, and decided to keep its fleet intact.

At a later stage, the company was one of the first to recognise the advantages of the screw propeller, and did much to encourage its universal adoption.

Fortune continued to attend the undertaking, notwithstanding growing competition that had to be faced on every hand. The company was the pioneer in the live cattle trade between the Continent of Europe and England, which originated in 1846, when the *Giraffe*, a steamer built expressly for the purpose, brought from Rotterdam, and landed at Brunswick Pier, Blackwall, fifty head of cattle. This trade rapidly assumed large proportions; but the severe restrictions imposed by Parliament, with a view to eradicate foot-and-mouth and other disease, swept away at one stroke the whole of this profitable traffic. Many of the company's modern vessels had been either specially designed or adapted for the carriage of cattle, and the sudden stoppage of the importation involved enormous loss. But the directors and their staff struggled manfully against adversity, and, devoting their ships, as fast as was possible, to the altered circumstances of business, they have in recent years opened new channels of revenue which bring compensation for their labours.

The Aberdeen Line was founded in 1825 by the late Mr. George Thompson, jun. Until the year 1881 this company confined itself to sailing ships. Of these at one period it had no fewer than twenty-six, including the celebrated clippers *Thermopylæ* — which

covered the distance from London to Melbourne in fifty-nine days—and the *Patriarch*, which made the next best record, by an outward passage of ten days longer. In 1881, the Aberdeen Line discontinued the building of sailing vessels, and at the present time two only are employed, while nine steamers have been added to the fleet. It was at this important juncture that Messrs. George Thompson and Company initiated the Cape route to Australia, the object being to avoid the heat and discomfort of the Red Sea, and to reduce to the shortest possible distance the passage through the tropics. The journey from London to Melbourne—12,005 miles—is now accomplished in 42 days, but not long ago one of the Aberdeen liners —the *Miltiades*, a twin-screw steamer, completed it in less than 35 days, beating all previous performances between the two ports.

In 1840, the *Britannia*, the pioneer steamship of the Cunard Line began the momentous career of that famous undertaking, and four years later the *Great Britain* was launched as the first iron screw steamer. The year 1850 witnessed the advent of two other great enterprises — that of Messrs. Bullard, King and Company (Natal Line), and the Inman Line, now merged as the American Line in the International Navigation Company.

At that time the total net tonnage of mercantile vessels on the British register was 4,232,962 tons, made up as follows:—

Steam tonnage	187,631 tons.
Sailing tonnage	4,045,331 tons.

Thirty years later—in 1880—the total net tonnage of vessels on the British Register was 8,447,171 tons, which was composed of—

Steam tonnage	2,949,282 tons.
Sailing tonnage	5,497,889 tons.

In 1903—the latest date to which official information is at present obtainable—the total net tonnage on the British Register was 11,831,439 tons:—

Steam tonnage	9,029,286 tons.
Sailing tonnage	2,802,053 tons.

The official figures give only the net tonnage; but, if calculated on the basis of gross tonnage, the total British tonnage for 1903 would appear to have been about 17,500,000 tons.

These figures serve the double purpose of illustrating the enormous progress made, and also of drawing attention to the extent to which the use of steam has displaced propulsion that relied solely upon sails. In 1850, the proportion of British-owned sail tonnage was 95½ per cent. of the total; but in 1880 this had decreased to 65 per cent., and in 1903 to 23⅔ per cent. The rapid diminution of sailing tonnage is further strikingly shown by the fact recorded in the Annual Shipbuilding Report, published by Lloyd's Register for the year 1904, namely, that, out of 1,205,000 tons launched in the United Kingdom in that year, less than 34,000 tons was sailing tonnage, or only 2·8 per cent. of the total.

A complete transformation has also occurred in the material of which vessels are now constructed. Wood, which had been in general use up to about 1844, was then displaced by iron, and the

latter, in its turn, was superseded in the early eighties by steel. Since that time, steel has been practically the only material used in this country for ship construction. Of the tonnage built in the United Kingdom in 1904, no less than 99.71 per cent. was built of steel, ·17 per cent. of iron, and ·12 per cent. of wood.

Perhaps, however, the most striking change of all is observable in the increased size of the vessels built at the present day, as compared with those of an earlier period. The records of Lloyd's Register, from 1764 to the end of that century show that by far the greater number of the British ships were under 300 tons. Even as recently as 1834 a vessel of 500 tons was considered large. Out of 19,110 ships on the Register of the United Kingdom in 1830, only 168 were above 500 tons; 58 above 800 tons, and 43 above 1,200 tons. No fewer than 11,756 ships were under 100 tons.

To-day all this is changed. During the last ten years, 52 steamers each of over 10,000 tons, have been built in the United Kingdom, six of which were from 15,000 tons to 20,000 tons, and three of over 20,000 tons. There are, at the present time, nine steamers of 10,000 tons and upwards under construction, in addition to the two epoch-making leviathans that are being built for the Cunard Line, with gross tonnage each of over 30,000 tons.

With the growth in the size of the vessels, there has been a marked diminution in the loss of life at sea, the modern steel steamer being a much safer vessel than the old "wooden walls" which it has displaced. This increased safety is no doubt due, in large measure, to the beneficial influence of Lloyd's Register of Shipping, the premier classification society in the world, under whose inspection the great bulk of the shipping of the country is constructed. At present, out of 1,251,343 tons building in the United Kingdom, 949,171 tons are under the survey of Lloyd's Register, while there are altogether over 18,000,000 tons of shipping already classed in the Register book of that Society.

The system of turbine propulsion forms the most interesting feature of modern marine engineering. In the year 1884, when the dynamo electric machine had stimulated the demand for high-speed engines, the problem presented itself to the mind of the Hon. C. A. Parsons of constructing a steam turbine, or ideal rotary machine, that would be capable of working with good economy of steam at a moderate speed of revolution, and be suitable for driving dynamos without the intervention of reduction gearing. The result was the construction of a compound steam turbine engine of ten horse-power, and a modified high-speed dynamo, both with a working speed of 18,000 revolutions per minute. This was the first example of the steam turbine ever produced.

Ten years later, a pioneer syndicate was formed to promote the application of the steam turbine for purposes of marine propulsion. It was decided, as a preliminary step, to erect a vessel which should be small, but yet not so small as to preclude the possibility of attaining a rate of speed totally unprecedented. The *Turbinia* was constructed—100 feet long, 9 feet beam, 3 feet draught of hull, and 44

tons displacement. She was fitted with turbine engines of 2,000 actual horse-power, with an expansive ratio of 150-fold, the boiler, on the water tube principle, being of great power. The engines consisted of three separate turbines—respectively high, intermediate, and low pressure—each independently driving a screw shaft. Upon runs of about five miles' duration the maximum indicated horse-power reached was 2,300, giving a speed of 34½ knots. During the Naval Review at Spithead, in 1897, the *Turbinia*, darting in and out among the lines of warships and passenger steamers, created an extraordinary sensation alike among naval men and civilian spectators. The little craft had for the first time revealed the tremendous speeds that were possible on the surface of the water; and at the end of four years' constant work, when her exterior remained foul, the *Turbinia* was still able to steam 30 knots. Even at that speed she could be brought to rest in 36 seconds, while from rest a speed of 30 knots was attained in 40 seconds.

The great success thus achieved in the earliest trials led to the formation of the Parsons Marine Steam Turbine Company, Limited, whose directors erected, at Wallsend-on-Tyne, works which have ever since been actively engaged in building turbine machinery for naval and mercantile marine use in nearly every part of the world.

It was on the Clyde, in the spring of 1901, that the system of turbine propulsion was first demonstrated in connection with passenger traffic. This was in the *King Edward*, built by Messrs. William Denny and Brothers, of Dumbarton, and engineered by the Parsons Company, the turbines being similar to those of the *Turbinia*. A year later the *Queen Alexandra* appeared with three decks, and at the launch Mr. James Denny ventured to prophesy that, if the second vessel proved as successful as the *King Edward*, it was almost certain that there would be a large application of turbine machinery. The confidence of the builder was thoroughly justified, and the marine steam turbine has since advanced almost by leaps and bounds. In 1903, Messrs. Denny and Brothers built to the order of the Managing Committee of the South Eastern and Chatham Railway the steamship *Queen*, which was the first cross-Channel boat to adopt the turbine. In Dover this vessel was at first looked upon with suspicion, and even from seafaring men all sorts of dreadful prophecies were heard concerning her possible future. But the evil prognostications have been belied, and to-day the *Queen* is more popular than any ship that ever ran between Dover and Calais.

The London, Brighton and South Coast Railway Company have followed the example of their neighbours with equal satisfactory results, and during the present season will have two turbine steamers running regularly between Newhaven and Dieppe. Similarly, the Belgian Government are adding to their fleet a steamship fitted with the same type of engines. This vessel, built by the Société Anonyme John Cockerill, at Hoboken, near Antwerp, is the first of a series of 23-knot turbine steamers that will gradually replace the present 19-knot vessels. The Midland Railway Company have also introduced the Parsons steam turbines in their service between Heysham, the Isle of Man, and the north of Ireland. Other owners of

short sea passenger tonnage are in like manner turning their attention to the turbine as affording the best means of propulsion.

Owners of cargo steamers have not yet definitely made up their minds as to the suitability of turbines for their vessels; but the experience of passenger steamers so equipped is being watched very closely, and a further development may at any moment be witnessed, especially if it be clearly proved that for all purposes the turbine, while occupying much less machinery space, is also more advantageous in regard to fuel consumption. The adoption in the Mercantile Marine of the water-tube boiler, which has been such a success in the navies of the world, is also by many authorities regarded as a certain event of the near future.

Having thus created a wide place for itself in the coast services, the steam turbine has since soared to the highest flights of ocean travel. It has been installed in two magnificent ships—the *Victorian* and the *Virginian*—this year completed for the Allan Line, and both have made successful voyages across the Atlantic, carrying passengers, mails, and cargo from Liverpool to Halifax. The *Victorian* reached the latter port on Saturday, April 1st, after a splendid passage. Her turbines worked faultlessly, "slipping along," it is recorded, "as easily and peacefully as a sailing vessel."

But the turbine is not to end with the *Victorian* and the *Virginian*, in each of which it promises to give permanent results equally gratifying to passengers, owners, officers and crew. After mature consideration, it is being adopted in the two new steamships which are at the present time being built for the Cunard Company, to fulfil the conditions embodied in the agreement made last year with the British Government, one being that they shall be capable of maintaining across the Atlantic a speed of from 24 knots to 25 knots. The *Carmania*, of the same line, nearly completed, has also been supplied with turbine engines. Thus a development in shipbuilding and marine engineering has been reached which not the most enthusiastic would have dreamed possible ten years ago. It has further been decided that turbines shall be installed in the new steam yacht which Messrs. A. and J. Inglis, of Glasgow, are building for the King, the engines being supplied by the Parsons Marine Steam Turbine Company.

The large and interesting collection of models on view in the present exhibition include one which represents the latest form of passenger ship. This is Mr. Richard Benjamin Painton's electrically propelled passenger vessel, which is designed to make 44 knots per hour! The description supplied by the inventor states that a craft so fitted is calculated to cross the Atlantic in three days, and that the principle can be applied to war or other vessels. Bills are now before the House of Representatives and the Senate of the United States of America, to vote the cost of a destroyer and a cruiser, built on this principle. So that, at no distant time, another great revolution in shipbuilding may have to be chronicled.

In the Atlantic, wireless telegraphy has proved an inestimable

boon to the people of the two hemispheres. The vessels of the Cunard Company are able not only to speak with each other, and with ships of different lines fitted with the Marconi plant, but, when going westward, to be reported in New York thirteen hours earlier than was previously possible, while on their eastward passages, they can exchange greetings with Queenstown five or six hours prior to their arrival in that port.

As a result of this advantage, it has been found possible to publish on the mail steamers of the line a little four-page newspaper—*The Cunard Daily Bulletin*—by means of which passengers travelling in either direction are kept informed of the more important events happening in the old and the new world. With a view to extend the convenience afforded by this means of communication from continent to continent, the Marconi Wireless Telegraph Company, on the 1st January last, entered into an arrangement with the Post-Master-General, so that messages passing between vessels at sea and shore stations might be transmitted over the public wires in either direction. It may be added that between Newhaven and Dieppe the London, Brighton and South Coast Railway Company have installed a French system of wireless telegraphy.

There is general agreement among all interested in the port of London that the facilities offered in the Thames to the shipping of the world have not been kept abreast of the times. Continental ports are making much more rapid headway, particularly Antwerp, where the number of ships entered in March last showed an increase of at least 80,000 tons over the corresponding month of last year. But the authorities who have the control of the Belgian port are not content with the strides already made, and now propose to spend ten million pounds sterling in a further enormous extension! Antwerp is at present the third port in the world, Hong Kong holding the premier place, and London ranking second; but it seems as if the order of importance is about to be reversed in favour of the Belgians.

Improvement in the Thames is meanwhile at a standstill. A Royal Commission has sat to consider what shall be done to bring the port of London up to date; but legislation, based upon its report has failed; the Dock Bill of the London County Council has been rejected, and up to the present nothing definite has been done in the matter.

By far the simplest and least expensive scheme yet formulated is that for constructing a deep-water wharf at Stone, on the Kent side of the river. The Thames Conservancy has given its sanction to the undertaking, which may during the present year possibly assume definite shape. Plans prepared by the firm of Sir John Wolfe Barry, the engineers of the Tower Bridge, show that the promoters wish to build a continuous wharf 6,600 feet long, and 58 feet wide, backed by ten transport sheds, each 300 feet long and 61 feet wide, as well as a graving dock 750 feet long, over 60 feet wide at the entrance, and with a depth at the sill of 34 feet. The wharf space mentioned will

WAR DANCE, INDIAN VILLAGE.

allow the largest ocean steamers, of an aggregate length of 6,600 feet and 30 feet draught, to be alongside at the same time. Provision will thus be made for an enormous amount of traffic.

This wharf will be carried along a straight section of the river, in Long Reach. Shorewards, the frontage will be 145 feet beyond the line of low tide, affording a sheltered area of water, or barge-pond, upwards of 30 acres in extent, in which several hundred barges can be ready to load or discharge cargo along the entire back line of the wharf. The spot chosen for the new wharf is the only one in the river where there is always, even during the lowest spring tides, a minimum depth of 30 feet. It will, therefore, be possible at any time, night or day, to accommodate the largest ocean-going vessel entering the Thames. The wharf will be built entirely of wood, the decking being non-inflammable. Piles will be driven and fixed so that any one requiring repair may be drawn and replaced without affecting any other part of the structure. The transport sheds, constructed of iron, will cover an area of nearly 5,000,000 cubic feet, and contain 360,000 superficial feet. They are intended to serve only for sorting purposes, as there is already warehousing accommodation along the river.

The promoters of the scheme, who are all practical men—shipowners and others—are fully alive to the necessity of providing up-to-date machinery. They have, therefore, decided provisionally that the equipment shall include 10 double travelling iron chains, 30 powerful capstans, 50 two-ton, 10 five-ton, one twenty-ton, and two ten-ton cranes for the handling of cargoes. Hydraulic power will everywhere be relied upon, but there is to be a large electric installation for lighting and other services. Gridiron sidings will be laid down for 600 wagons, and the South Eastern and Chatham Railway Managing Committee have intimated that they are prepared to make a branch line which will connect the wharf with their line at Dartford, and afford satisfactory facilities for dealing with goods. It is estimated that, including transport sheds, sidings, several hundred acres of land, and all the necessary plant and equipment, the wharf can be completed for £882,000—an expenditure far less than that of any other scheme hitherto contemplated.

But, of course, if it should be determined that it is necessary to obtain Parliamentary power for such a work, this outlay would be considerably increased by the cost of the inevitable contest that would be waged in the committee rooms at Westminster. Seeing, however, that the whole of the existing wharves on the Thames were constructed without the intervention of Parliament, it is hardly likely that any departmental objection can be legitimately raised to this particular proposal.

The present Exhibition, it will be recognised, has been organised at a highly opportune moment, and its promoters are satisfied that it will, among all classes of the population, arouse an amount of interest which cannot fail to strengthen Great Britain's proud position as the greatest of the World's Ocean Carriers.

W. T. PERKINS.

Industrial Section.

Princes Hall.

This particular display is in many respects unique, including as it does objects loaned by the Lords Commissioners of the Admiralty that have never been exhibited to the public before. The well-known firm of Sir W. G. Armstrong, Whitworth and Co., of Elswick, show a full sized apparatus for discharging submerged torpedoes, and there is also a similar machine for above-water discharging.

Sir W. G. Armstrong, Whitworth and Co., Ltd., Elswick Works, Newcastle-on-Tyne.

18″ Elswick Submerged Torpedo Tube, complete.

Collection of Models, etc., lent by kind permission of the Lords Commissioners of the Admiralty.

Torpedo tube, 14″ V.D^2., No. 385. Torpedo tube, 18″ S.R., No. 127. Torpedo 18″, Mark 1* S.L. Torpedo 14″, Mark VIII. S.L.

CHATHAM DOCKYARD.

Model of "Woodlark."
" " "Albatross."
" " "Mersey" and "Severn."
" " "Sheer Hulk."
" " "Hood."
" " "Frolic," "Rifleman," etc.
" " "Dryad."
" " "Apollo" and "Andromache."
Figure Head of "Resolute."
" " "Redoubtable."
" " "Polyphemus."
" " "Serpent."
Relic, Ancient Pistol.
Model of "Barfleur."
" " "Snake" and "Scourge."
" " "Rodney."
" " "Bellerophon."
" " "Achilles" (Midship Section).
" " "Achilles" (stern and aft part).
" " "Salamander" Class.
Relic, Shot.
Sketch of Sail from "Victory."
Bell from "Dreadnought."
Particulars of Union Jack.
Memorandums and Crosses.

PORTSMOUTH DOCKYARD.

Model of H.M.S. "Shar," unprotected cruiser. In 1877 this ship, in company with H.M.S. "Amethyst," fought the rebel Peruvian monitor "Huascar."

Model of H.M.S. "Vanguard," rammed and sunk by the "Iron Duke" in manœuvres off the Irish Coast, 1875.

Model of H.M.S. "Princess Mary," built at Portsmouth in 1737.
Model of H.M.S. "Edinburgh" (old).
Model of H.M.S. "Victory." Model of H.M.S. "Princessa" (Spanish two-decker).
Model of two-decker in glass case, shewing ship set up in cradle on launching ways. Model of a wooden ship in frame. Three models of wooden ships, shewing bow and stern framing, "Ludlow Castle."

DEVONPORT DOCKYARD.

Painting, supposed to be by Vandervelde, representing an engagement, before the time of the Union, between English and French ships. (English flying St. George's Cross and French flying the French flag.)
Full model of H.M.S. "St. Jean d'Acre," 81 guns, launched at Devonport in 1855.
Wooden frigate, in frame.
Model of French frigate "L'Espoir"—vessel on patent slip, made principally with bones by French prisoners.
Model of Joiners' and other workshops in Devonporrt Yard, carried in the Peace Procession in 1815.
Model of main gates of Devonport Dockyard, carried in the Peace Procession in 1815.
A piece of the last 19-inch cable manufactured in Devonport Dockyard.

Canadian Pacific Railway Company, 62—65, Charing Cross, S.W.

Model of the Canadian Pacific Railway Company's (Japan and China Line) R.M.S. "Empress of Japan," H.M. armed cruiser.

Geo. Cohen, Sons & Co., 600, Commercial Road, E.

Model of H.M.S. "Thunderbolt."
Model of "Almiranto Brown."

Ducal Hall.

The great shipbuilding and shipping firms of the United Kingdom are here represented by models of their finest creations, which exemplify step by step the evolutions of the gigantic ocean liner of to-day. Of the houses whose names are household words in maritime circles that are exhibiting may be mentioned the "P. and O.," The Fairfield Shipbuilding and Engineering Co., Messrs. William Beardmore and Co., Denny and Bros., John Brown and Co., Ltd. (of Clydebank), the Scott's Shipbuilding and Engineering Co., and many others. In the wings of the hall will be found grouped record specimens of all kinds of fish, stuffed or in picture, from a tarpon to a minnow. These have been contributed by the leading Angling Clubs and prominent piscatorialists of Great Britain.

1 The Union-Castle Mail Steamship Co., Ltd., 3 and 4, Fenchurch Street, E.C. Donald Currie & Co., Managers.

Model of steamer engaged in the Royal Mail Service of the Union-Castle Line, under contract with the Imperial and Colonial Governments. Views of the exterior and interior of the various steamers of the Union-Castle Line.

Photographs of South African scenery.

2 The Cunard Steamship Co., Ltd., 8, Water Street, Liverpool.

Model of Steamship "Britannia." Pioneer vessel of the Cunard Fleet. First voyage commenced from Liverpool, July 4th, 1840. Dimensions, 207 feet long, 34 feet 4 inches broad, 24 feet 4 inches deep. Horse-power, 740. Speed, 8½ knots. Gross tonnage, 1,154. Paddle-wheel steamer. Built of wood.

Model of Steamship "Nova Scotia." Built in 1862. Dimensions, 379 feet long, 47 feet 8 inches broad, 32 feet deep. Horse-power, 4,900. Gross tonnage, 3,871. Speed, 14·4 knots. Last paddle-wheel steamer built for Cunard Co. Built of iron.

Model of Steamships "Campania" and "Lucania." Built in 1893. Dimensions, 620 feet long, 65 feet 3 inches broad, 43 feet deep. Horse-power, 30,000. Gross tonnage, 12,950. Speed, 22 knots. Twin screw vessels, built of steel, triple expansion engines. "Lucania" holds the record for the passage between Queenstown and New York, viz., 5 days, 7 hours, 23 minutes.

3 William Beardmore & Co., Ltd., Govan Yard, Glasgow.

Messrs. William Beardmore and Co.'s (late R. Napier and Sons), extensive collection of models and photographs is arranged historically, with war ships on the right, and merchant steamers to the left of the centre, and is most interesting and instructive, as it illustrates at a glance by the different types of vessels they have built, the progress of steam navigation during the past half century.

Robert Napier, the founder of the firm, constructed his first marine engine in 1823, and during the next twenty years produced upwards of eighty sets for the Admiralty and principal steam shipping companies in the kingdom. In 1842 he added iron shipbuilding to his engineering business, and the model of—

		Tons.	Horse Power.
1844.	H.M.S. "Jackall," paddle wheel gunboat, the first iron war vessel built on the Clyde, contrasted with the armoured cruiser "Berwick," is an object lesson of the advance in 50 years	370 9,800	600 22,000
1849.	H.M.S. "Simoom," one of the first iron steam frigates, was considered a "mighty fabric" when launched ...	2,900	1,700
1856.	H.M.S. "Erebus," armour clad floating battery, was built during the Crimean War	1,825	1,100
1861.	H.M.S. "Black Prince," armour clad frigate, amongst the first for the British Navy	9,400	5,770
1862.	H.M.S. "Hector," armour clad ram ditto	6,550	3,250
1863.	R.D.S. "Rolfe Krake," armour clad turret ship for the Danish Government	1,340	750

		Tons.	Horse Power.
1866.	H.M.S. "Malabar," one of the famous troopships for the Indian Government	6,200	4,900
1868.	R.N.S. "De Buffel," armour clad turret ship (photo)	2,190	2,170
1868.	R.N.S. "De Tyger," armour clad monitor (photo), for the Netherlands Navy	1,340	800
1869.	H.M.S. "Audacious," armour clad frigate	5,900	5,200
1877.	H.M.S. "Northampton," armour clad corvette ...	7,320	6,000
1882.	H.M.S. "Leander," steel protected cruiser, the first steel ship built by contract for the British Navy ...	3,770	5,600
1887.	H.M.S. "Australia," armour belted cruiser, first in British Navy with triple expansion engines. (Photo in Dock.)	5,000	9,650
1887.	I.R.S. "Sinope," twin screw triple expansion engines (photo), for the Imperial Russian Navy...		12,600
1892.	H.M.S. "Gibraltar," first class protected cruiser. (Photo of bow and stern when completed.)	7,700	10,250
1900.	T.S. "John Pender," twin screw cable steamer, for the Eastern Telegraph Co.	4,100	3,700
1903.	H.M.S. "Berwick," first class armoured cruiser. Recently completed for the British Navy	9,800	22,000
1905.	H.M.S. "Carnarvon," first class armoured cruiser. Photo in new fitting-out basin at Dalmuir Ship Yard, with the 150 ton giant cantilever crane.		
1905.	Photo of H.M.S. "Carnarvon" on trial, speed 23¼ knots. Steel gantry over ship-building berths at Dalmuir, length 750 feet, width clear 105 feet, height 150 feet.		
	TYPES OF MERCHANT STEAMERS.		
1843.	P.S. "Vanguard," iron paddle steamer. The first vessel built by Robert Napier	680	1,000
1861.	P.S. "Scotia," the last of the ocean going paddle wheel steamer, and side lever engines	4,050	4,000
1862.	S.S. "China," Cunard Co.'s first screw mail steamer, which established the supremacy of the screw propellor over the ocean going paddle steamers...	2,540	2,500
1882.	S.S. "Aberdeen," photo of first triple expansion engines, which were such a success that the principle has been universally adopted	3,600	3,000
1884.	S.S. "Australasian," engines with Kirk's valve gear...	3,630	3,000
1884.	S.S. "Mexico" class, for Vera Cruz Mail service ...	4,130	5,200
1886.	S.S. "Magneta" class, steel cable steamers for the Eastern Telegraph Co.	1,200	1,400
1887.	P.S. "Sylvester," first triple expansion paddle engines fitted on board in the River Volga		500
1887.	S.S. "Damascus," Geo. Thompson and Co.'s Aberdeen Line	3,708	3,125
1889.	S.S. "Atrato" class Royal Mail Steam Packet Co. Photo on trial at Skermorlie	5,600	6,700
1891.	T.S. "Ophir," conveyed the Prince and Princess of Wales on their tour round the Colonies	6,900	11,000
1892.	S.S. "Tewfik Rabbani" class, for the Egyptian Mail Service between Alexandria and Constantinople ...	2,030	3,670
1899.	S.S. "Eastern" class, for Australia and Japan Service	3,580	3,500
1901.	T.S. "Alnwick Castle," for Union Castle Line... ...	6,000	4,000

4 **Gale & Polden, Ltd., 2 Amen Corner, E.C.**

Publications. Postcards.

5 **Hardy Bros., Fishing Rod Specialists, London and North British Works, Alnwick. 61, Pall Mall, S.W.; 5, St. David's Street, Edinburgh, and 12 & 14, Moull Street, Manchester.**

Rods, reels, flies, tackle. Inventors, manufacturers and patentees of fishing rods, tackles, etc., for all parts of the world.

6 **J. C. Cording & Co., Ltd., 19, Piccadilly, W., and 35, St. James's Street, W.**

Naval waterproof clothing and boots. Waterproof clothing and boots for fishermen. Portable collapsible rubber boats. Waterproof yachting clothing, etc.

7 **Ogden & Scotford, Pittville Gates, Cheltenham.**

Fishing rods, reels, lines, flies, baits, etc. Specialities, The Perfection built cane trout rod, The Multum in Parvo trout rod, salmon rods, grilse rods, trout rods in built cane and greenheart. Manufacturers of the famous Blue Mahoe, Salmon, Grisle and Trout Rods. "Ideal May Flys."

8 **Arthur Newham, Wimbledon Lake, Wimbledon Park, Wimbledon.**

Fishing tackle.

9 **Peninsular & Oriental Steam Navigation Co., 122, Leadenhall Street, E.C.**

Models of Steamships "Marmora," "Moldavia," "Egypt," "China," "Caledonia," "Himalaya," "Isis," "William Fawcett."

10 **John Brown & Co., Ltd., Engineers and Shipbuilders, Clydebank, Dumbartonshire.**

Ship models. Japanese Battleship "Asahi." British Battleship "Hindustan," British Cruiser "Leviathan." Cunard Steamer "Carmania."

11 **Scott's Shipbuilding and Engineering Co., Ltd., Greenock.**

Models of H.M.S. "Argyll," "Sparrow," and "Thrush." H.M.S. "Prince of Wales." Sailing Ship "Minerva," ss. "Valery Frere et Fils," ps. "City of Aberdeen," ss. "Narragansett," sy. "Erin."

12 **Anchor Line (Henderson Bros.), Ltd., Glasgow, Liverpool and London.**

Model of Anchor Line twin screw ss. "Columbia." 8,400 tons, 500 feet long, 56 feet beam, depth 36 feet 6 inches. Employed in the weekly service between Glasgow and New York. Carries 565 first and second-class passengers, and 800 third-class. Fitted with all modern improvements as well as with the Marconi system of wireless telegraphy. Ss. "Massilia," 5,353 tons, 400 feet long, 49 feet beam, and 30 feet 9 inches deep. Employed in the company's service between Glasgow, Liverpool and Bombay, and has magnificent first-class accommodation on bridge deck, large and commodious and well-ventilated staterooms, music and smoking rooms, and all requirements for an Indian voyage.

13 **The Orient-Pacific Line, Fenchurch Avenue, E.C.**

Models of Royal Mail Steamships "Omrah," "Orontes" & "Ormuz."

14 **The Royal Scottish Museum, Edinburgh.**

A sectional model of the ss. "Nerbudda." Lent by the Royal Scottish Museum, Edinburgh, made in the workshops of the Museum from drawings supplied by Messrs. William Denny and Bros., Dumbarton.

15 **Messrs. Wm. Denny and Brothers, Leven Ship Yard, Dumbarton.**

Models of the tss. "Bavarian" for the Atlantic service of the Allan Line, tss. "Scotia" for the cross-Channel service of the London and North Western Railway.

Tss. "Lysistrata," steam yacht for J. Gordon Bennett, Esq.

Turbine "Queen Alexandra," passenger steamer for Firth of Clyde.

Tss. "Sussex," for the cross-Channel service of the London, Brighton and South Coast Railway.

Ss. "Onipenta," for the British India Steam Navigation Company.

Ps. "Leopold 2nd," for the Belgian Government's cross-Channel service.

Ps. "Thoorea," for the Irrawaddy Flotilla Company.

16 **Barclay, Curle & Co., Ltd., Whiteinch, Glasgow.**

Models of vessels built by Messrs. Barclay, Curle and Co., Ltd.

"Braemar Castle," built for the Union-Castle Mail Steamship Co., Ltd. Dimensions: Length 450 feet, breadth 52 feet 3 inches, depth to upper deck 33 feet 6 inches. Gross tonnage, 6,266 tons. Quadruple expansion engines of 4,500 I.H.P.

"Dromedary," "Diligent," "Volcano," and "Industrious." Paddle tugs built for the British Admiralty for towing and salvage purposes. Dimensions: Length 114 feet, breadth 27 feet 5 inches, depth 15 feet 8 inches. Gross tonnage 405 tons. Indicated horsepower 1,266.

"Sicilia" and "Sardinia," built for the Peninsular and Oriental Steam Navigation Co. Dimensions: Length 450 feet, breadth 52 feet 3 inches, depth to upper deck, 33 feet 6 inches. Gross tonnage 6,700 tons. Two sets triple expansion engines of 4,000 I.H.P.

17 **Yarrow & Co., Ltd., Isle of Dogs, Poplar, E.**

(1) Model of Torpedo Boat Destroyer by Yarrow and Co., Ltd.

(2) Model of sy. "Tarantula." Length 152 feet 6 inches, breadth 15 feet 3 inches. Speed, 25 knots. Fitted with Parsons' turbines. Constructed by Messrs. Yarrow and Co., Ltd. Designs prepared by Messrs. Cose and King, London.

(3) Model of H.M. Shallow Draft Twin Screw Gunboats "Teal," "Moorhen," and "Widgeon," by Yarrow and Co., Ltd. Length

160 feet, beam 24½ feet, draught with 40 tons, 15 statute miles per hour. All vulnerable parts of the hull were of rifle-proof steel. Fitted with Yarrow's patent moveable flap aft. Constructed in floatable sections.

(4) Model of eight Torpedo Boat Destroyers, constructed for the Imperial Japanese Navy by Messrs. Yarrow and Co., Ltd. Speed 31 knots during three hours' continuous steaming, carrying a load of 40 tons.

(5) Model of first-class Torpedo Boats, "Viper" type. 152 feet long by 15¼ feet beam. Built by Yarrow and Co., Ltd., during 1897, 1898 and 1899. Six for Chilian Government, five for the Austro-Hungarian Government, ten for the Japanese Government, three for the Dutch Government. Total twenty-four.

(6) Model of standard size Sternwheel Steamer, by Messrs. Yarrow and Co., Ltd. Length 100 feet, beam 18 feet, draught 13 inches. Speed 10 miles an hour.

(7) Model of Stern Wheel Steamer "Le Stanley." Constructed in floatable sections so that the sections could be united while afloat. By Yarrow and Co., Ltd. Length 90 feet, beam 18 feet, draught 15 inches. Speed 10 miles an hour. Constructed 1883.

(8) Model showing a section of the Stern Wheel Steamer "Le Stanley," arranged for transport overland.

(9) Model illustrating method of transporting the sections of a Shallow Draught Steamer. By Yarrow and Co., Ltd. 1897.

(9*a*) Model illustrating one of the two boilers for the 145 feet Shallow Draught Steamers ready for transport across the desert during the Nile Expedition. By Yarrow and Co., Ltd.

(10) Model of Stern Wheeler for the Amazon Steam Navigation Co. Length 168 feet, beam 31 feet. By Yarrow and Co., Ltd, London.

(11) Model illustrating the action of the "Yarrow" Patent Hinged Flap, as applied to shallow draught steamers. Draught of steamer 1 foot 4 inches. Depth of river, 2 feet. Diameter of propeller 3 feet 4 inches.

18 The Fairfield Shipbuilding & Engineering Co., Ltd., Govan, Glasgow.

Models of H.M. First Class Cruiser "Good Hope." 14,100 tons displacement, 30,000 indicated horse-power. Owned by the British Admiralty.

Twin Screw Transport "Hardinge," for the Royal India Marine Service. 5,450 tons gross, 9,000 I.H.P. Owned by the India Office.

Twin Screw Steamer "Omrah," Orient Line, London to Australia. 8,650 tons gross, 8,500 I.H.P. Owned by the Orient Steam Navigation Co., Ltd.

Twin Screw Steamer "Kinfauns Castle," Union-Castle Line Mail Service, Southampton to South Africa. 9,660 tons gross, 12,200 I.H.P. Owned by the Union-Castle Mail Steamship Co., Ltd.

Paddle Steamer "Empress Queen," Liverpool and Isle of Man Service. 2,140 tons gross, 10,600 I.H.P. Isle of Man Steam Packet Co., Ltd.

H.M. Torpedo Boat Destroyer "Gipsy." 342 tons displacement, 6,200 I.H.P. Owned by the British Admiralty.

Paddle Steamer "Royal Sovereign." 891 tons gross, 4,000 I.H.P. Owned by New Palace Steamers, Ltd. Thames Passenger Service.

19 **The New Zealand Shipping Co., Ltd., 132, Leadenhall Street, E.C.**

Models of New Zealand Shipping Company's mail steamers.

20 **The Royal Mail Steam Packet Co., 18, Moorgate Street, E.C.**

Models of R.M.S. "Aragon" and "Parana."

21 **John J. Thornycroft & Co., Ltd., Hogarth Lane, Chiswick, W.**

Models of Boilers: (1) Thornycroft-Schultze Water-Tube Boiler; (2) "Speedy" Type; (3) "Daring" Type.

Models of Boats, etc.—Guard Boat for Mine Fields; length 52 feet, beam 10 feet, draught 4 feet 7 inches, speed 16 knots. Stern Wheeler "Livingstone"; length 111 feet, breadth 19 feet 3 inches, depth 2 feet 6 inches, speed 11·3 miles. H.M. 1st Class Torpedo Boat No. 93; length 140 feet, breadth 15 feet 6 inches, depth 5 feet 4 inches, speed 23·847 knots. H.M. Torpedo Boat Destroyer "Daring"; length 185 feet, breadth 19 feet, depth 6 feet 8 inches, speed 29·268 knots. Patrol Steamer; length 95 feet, breadth 18 feet, depth 2 feet 6 inches, speed 15·0 miles. H.M. Torpedo Boat "Lighting"; length 84 feet 6 inches, breadth 10 feet 10 inches, depth 5 feet, speed 19·0 knots. H.M. 2nd Class Torpedo Boat; length 66 feet 9 inches, breadth 9 feet, depth 4 feet 5 inches, speed 18·5 knots. Shallow Draft Steam Launch; length 45 feet, breadth 6 feet, depth 12 inches, speed 15·0 miles. 1st Class Torpedo Boat; length 133 feet 10 inches, breadth 14 feet 6 inches, depth 6 feet 9 inches, 133 feet 10 inches, breadth 14 feet 6 inches, depth 6 feet 9 inches length 216 feet 9 inches, breadth 20 feet 9 inches, depth 8 feet 4 inches, speed 31·8 knots. H.M. Torpedo Boat Destroyer "Albatross"; length 227 feet 5 inches, breadth 21 feet 3 inches, depth 8 feet 3 inches, speed 32·0 knots.

Silver Cup.—Royal Cowes Regatta, Motor Boat Challenge Cup. Winner, "Cornubia." G. P. Spooner, Esq., 1903. "Nina," Percy Thelcusson and Co., 1904.

Silver Cup.—Automobile Club of Great Britain and Ireland Regatta at Cork, 11th July, 1903. Presented by E. H. Hamilton for launches not exceeding 40 feet.

Silver Medal.—Automobile Club, Motor Boat Reliability Trials, 1904.

22 **Palmers Shipbuilding & Iron Co., Ltd., Jarrow.**

Models of the "Russell," "Pique," "Belgia," "Star." Also a picture of H.M.S. "Sapphire."

23 **W. Lund & Sons, 3, East India Avenue, E.C.**

Model of Lund's Blue Anchor Line Twin Screw Steamship "Geelong," 7,954 tons, length 466 feet, breadth 54 feet 6 inches, depth 38 feet 6 inches.

24 **Alex. Stephen & Sons, Ltd., Linthouse, Govan, Glasgow.**

Model of s.s. "Port Kingston." Built by Messrs. Alex. Stephen and Sons, Ltd., Glasgow, for Imperial Direct West Indian Mail Service (Messrs. Elder Dempster and Co.). Dimensions: Length 475 feet, breadth 55 feet 6 inches, depth 36 feet, speed at sea 16 knots, tonnage 7,400.

25 **Turnbull, Martin & Co., 112, Fenchurch Street, E.C.**

The s.s. "Elderslie" built in 1884 (Managing Owners—Turnbull Martin and Co.) was the first steamer to be specially built for the frozen meat trade. She carried 30,000 frozen carcases.

The s.s. "Ayrshire" is the latest vessel of the "Shire" Line Fleet—to which the "Elderslie" also belonged—built in 1903. She carries 130,000 carcases, and steams 13/14 knots.

26 **The Allan Line Steamship Co., Ltd., Messrs. Jas. & Alex. Allan, General Managers, 25, Bothwell Street, Glasgow. London Office: 103, Leadenhall Street, E.C.**

Model of Royal Mail Steamer "Virginian." Turbine triple screws. 12,000 tons gross register, speed 18 knots. Built by Messrs. Alex. Stephen and Sons, Ltd., Linthouse, Govan.

27 **The Booth Steamship Co., Ltd., Liverpool.**

Models of ss. "Anselm," "Ambrose," "Boniface," and a Passenger Barge.

Sectional Drawing ss. "Anselm."

Oil Painting ss. "Cyril," and Photographs.

28 **Axel Welin, A.I.N.A., M.E., Hopetoun House, Lloyd's Avenue, E.C.**

Models of "Welin Quadrant" Davits, also Photographs of same.

28A **Orient-Pacific Line, Fenchurch Avenue.**

Model of H.M.S. "Ophir."

29 **A. & J. Inglis, Point House Ship Yard, Glasgow.**

Models of Steam Yachts "Safa-el-Bahr" and "Cressida," Paddle Steamer "Waverley," and Screw Steamer "Dwarka."

30 **The Parsons Marine Steam Turbine Co., Ltd., Turbinia Works, Wallsend-on-Tyne.**

Model of s.s. "Turbinia." Length 100ft., beam 9ft., displacement 44½ tons, coal and water 7½ tons. Built at Wallsend-on-Tyne, 1894. Speed 34 knots.

31 **The Directors of The Sailors' Home, Wells Street, London Docks.**

Model of East Indiaman, mounting 40 guns, sails loose. This model was built between 1835 and 1840, under the supervision of Captain Robert Elliott, R.N., for the Sailors' Home. The whole model is exactly to scale. Model of the hull (built) of a two-decker Line of Battle Ship, very old. Model of the hull of a frigate.

32 **Thos. Cook & Son, Ludgate Circus, E.C.**

Model of sailing dahabeah, in use on the Nile.

33 **Mackie & Thomson, Govan Shipbuilding Yard, Govan, Glasgow.**

Plans of Steam Yacht "Merlin," Steam Trawler "Pieter Faure," Steam Yacht "Tighramara," Steam Trawlers "Dover" and "Chameleon," and Steam Trawler Machinery (Muir and Houston sub-contractors). Models of Steam Trawlers "J. Leyman," "Lynx," "Pierter Faure," and Line Fishing Vessel "Redwing," Steam Trawler "Dover," Steam Fish Carrier "City of Manchester."

34 **General Steam Navigation Co., Ltd., 55, Great Tower St., E.C.**

Models of Steamship "Crane," "Hirondelle," "Peregrine," "Seamew," "Gronigen," and Paddle Saloon Steamer "Eagle."

35 **Oceanic Steam Navigation Co., Ltd. (White Star Line), Ismay, Imrie & Co., Managers, 30, James Street, Liverpool.**

Model of White Star Royal and U.S. Mail Steamer "Oceanic." 17,274 tons gross register.

Model of White Star Royal and U.S. Mail Steamer "Cedric." 21,034 tons gross register (next to "Baltic" the largest vessel in the world).

40 **Z. Tahn, 3, Castletown Road, West Kensington.**

Jewellery.

41 **Salvatore Melillo, Naples.**

Pearl and Coral Fishing and Pearl and Coral Jewellery.

42 **Maynards, Limited, 1, High Street, Stoke Newington.**

Toffee makers, confectionery.

43 **Matteo Toledo, Via S. Carlo, 10-11, Napoli.**

Corals, tortoiseshell, lava, cameos, mosaic, filligree and jewellery.

44 **The Erasmic Co., Ltd., Bank Quay, Warrington.**

Toilet scap, perfumery and toilet requisites.

Ducal Hall.

FISHERIES SECTION.

(South Wing).

PISCATORIAL SOCIETY, LONDON.

The Society was founded in the year 1836, its principal objects being to encourage Angling, the renting and preserving waters for the use of its members, and, in addition, to afford them facilities of meeting together, obtaining information relating to their sport, the reading of papers, etc.

The London Headquarters are at the Holborn Restaurant, where weekly meetings are held on Monday evenings. The Society also has a Club House adjoining waters at Newbury, Berks, where every accommodation is provided for members.

The Society rents three fisheries: The Colne at Uxbridge, containing principally coarse fish; the Kennet at Newbury, where trout, grayling, and coarse fishing is found, and at the Lambourn, also at Newbury, which holds a large stock of trout and a quantity of grayling.

The Society's Museum at the Holborn Restaurant contains some of the finest preserved specimen fish in the Kingdom, whilst the collection of pictures, paintings, caricatures, etc., is of considerable interest. There is also a valuable library of several hundred volumes, which is at the service of members for reference and loan.

No. 1.

Trout, Great Lake, weight 10lbs. 8ozs.
Pike, Kennett, weight 23lbs. 5ozs.
Trout (2), Thames, weight 14lbs. 4ozs.
Pike, Lough Conn, weight 30lbs.
Barbel (5), Thames, weight 11lbs., 8lbs., 7lbs. 8ozs., 7lbs. 4½ozs., 6lbs. 12ozs.
Trout, American Lake, weight, 32lbs.
Pike, Suffolk, weight 40lbs.
Trout, Great Lake, weight 10lbs. 8ozs.
Pike, Avon, weight 22lbs.
Chub, Avon, weight 7lbs. 14ozs.
Pike-Perch, Elbe, weight 9lbs. 12ozs.
Barbel, weight 9lbs. 12ozs.
Trout, New Zealand, weight 12lbs. 9½ozs.
Salmon, Iller (Huchen), (Bavaria), weight 22lbs.
Pike, weight 25lbs.
Barbel, Kennett, weight 12lbs. 3ozs.

Lent by the Piscatorial Society.

Perch, Colne, weight 3lbs.
Ouananiche, Lake St. John, Canada (fresh-water salmon) (2).
Carp, Penn Ponds, weight 6lbs. 14ozs.
Chub, Avon, weight 6lbs. 8ozs.
Chub, Avon, 7lbs. 5ozs.
Chub, Avon, weight 5lbs. 12½ozs.
Chub, Avon, weight, 6lbs. 2ozs.
Trout, Thames, weight 9lbs. 3ozs.
Bream, Thames, weight 6lbs. 1oz.
Barbel (2), Kennett, weight 12lbs. 12ozs., 10lbs. 8ozs.
Bream, weight 6lbs. 4ozs.
Trout, Thames, weight 14lbs. 10ozs.
Carp, Penn Pounds, weight 8lbs. 6ozs.
Trout, weight 8lbs. 8ozs.
Trout, Wandle, weight 6lbs. 1oz.
Tench, Thames, weight 4lbs. 12ozs.
Perch, weight 3lbs.
Dace, Beane, 1lb. 4ozs.
Dace, Beane, 1lb. 1oz.
Perch, Colne, 3lbs. 10ozs.
Trout, Thames, 8lbs. 4ozs.
Ballant Wrasse, Salmon, Tay, 37lbs. (cast).
Lump Sucker, Deal, 12lbs.
Carp (Crucian), 3lbs. 15ozs.
Grayling, Test, 2lbs. 12ozs.
Roach, 2lbs. 4ozs.
Roach, Arun, 2lbs. 6ozs.
Roach, 2lbs. 8ozs.
Tarpon, 145lbs.
5 Diplomas.

Lent by the Piscatorial Society.

No. 2.

Pictures.—Opah Fish, Lump Sucker. Mr. F. Buckland. Head of Grand Wrasse. Burglar Fish. Pictures of Fish.
Pike, 30lbs.
Pike, 26lbs.
Pike, 17¾lbs.
Trout, 5lbs. 9½ozs.
Golden Bream, 4lbs. 3ozs.
Roach (with medal), 2lbs. 2ozs.
Chub, 5lbs. 3ozs.
Perch, 2lbs. 3ozs.
Barbel (2 fish), 7¾lbs. each.
Bream, 5½lbs.

Lent by the City of London Piscatorial Society.

No. 3.

Stuffed Chub, weight 3lbs. 12ozs., caught in the Thames.

Lent by Herbert Trendell, Esq.

No. 4.

5 Perch.

Lent by R. C. Hardy Corfe. Esq.

No. 5

Stuffed Tarpon (*megalopsus thrissoides*), caught in Florida, April 1898, weight 122lbs.

Chut (*cypranus cephalus*), Cleveden, October 1873, weight 3lbs. 10ozs.

Lent by Rowland Ward, Esq.

No. 6.

Brace of Wycombe Trout, taken with fly the same evening by J. Thurlow, weight 7lbs. 2ozs. and 5lbs. 6oz.

Lent by J. Thurlow, Esq.

No. 7.

The Sussex Pike, 32½lbs., caught by Exhibitor.

3 Roach, 2lbs. 2ozs., 2lbs 1oz., and 2lbs. ½oz.

2 Trout (Wandle), gross weight 6lbs. 4ozs., caught by Exhibitor in one day.

Brace of Salmon. Oil painting by John Russell.

Lent by Wm. C. F. Gillam, Esq.

No. 8.

New River Trout, 6½lbs. and 6lbs.

Roach from River Axe, Devon, 2lbs. 2ozs., 1lb. 10ozs., 1lb. 8ozs., and 1lb 6ozs.

New River Tench, 4¾lbs.

Perch from Kennet, 4lbs.

4 Water Colour Drawings, by Absalon, R.A.

Lent by Francis Howse, Esq.

No. 9.

Barbel, 11lbs.

Perch, 4lbs.

Ridd, 3lbs.

Lent by W. T. Lawrence, Esq.

No. 9a

Trout.

Lent by Dr. Sanctuary.

No. 10.

Otter, caught at Maple Tuchan nr. Reading.

Lent by the Reading and District Angling Society.

No. 11.

Golden Tench, 2lbs., H. A. Maish, Esq.

Chub, 5lbs. 6ozs.; Roach, 2lbs. 5ozs.; Roach, 2lbs. 1oz.; A. E. Mason, Esq.

Roach, 2lbs.; Chub, 5lbs. 8ozs.; Chub, 5lbs.; Carp, 7lbs. 4ozs.; A. George, Esq.

Carp, 17lbs., H. O. Box, Esq.

Carp (English), 6lbs. 12ozs.; Carp (Mirzor), 5lbs. 12ozs.; Carp (English), 4lbs.; G. Silverlock, Esq.

Lent by The True Caledonian Angling Society.

No. 12.

Pike, 2lbs. 3ozs.

Bream, 6lbs. 15ozs.

Case of Grayling (10).

Roach (in case), 2lbs. 3½ozs.

2 Perch (in case), 5lbs. 1oz., 3lbs. 14ozs.

Lent by the Holloway Angling Society.

No. 13.

Carp, 7lbs. 8ozs.

Carp, 8lbs. 4ozs.

Pike, 20lbs.

Lent by the Brighton Angling Association.

No. 14

Barbel caught at Marlow Mills, Aug. 1902, weight 11lbs.

Lent by E. Meredith Crosse, Esq.

No. 15.

Monster Pike, 40lbs., caught at Edgehill, Warwickshire, 4ft. 1in. long.

Lent by H. P. FitzGerald, Esq.

No. 16.

Stuffed Barbel, weight 9lbs., caught in the Kennet.

Lent by H. Trendell, Esq.

No. 17.

Preserved Trouts, specimen of the Kentish Stour, taken with small artificial fly and fine tackle. Weight 7¼lbs. and 10½lbs.

Kentish Stour Trout.

Lent by F. C. Nash, Esq.

No. 18.

16lbs. Test Trout (stuffed).

Lent by Evelyn Ashley, Esq.

No 19.

Cast of Trout, caught in Kennet at Reading, and presented to H.M. the late Queen Victoria.

Lent by The Reading and District Angling Society.

No. 20.

1 Brown Trout, weight 26lbs. 2ozs. Lough Ennel.

Lent by W. J. Thomas, Esq.

No. 21.

Perch, 4lbs. 1oz.

Pike, 20lbs.

Lent by R. C. Hardy Corfe, Esq.

No. 22.

Carp, weight 14lbs., from the lake in Whilton Park, Hounslow, taken Jan. 29, 1891, with ordinary gut tackle and No. 9 hook.

Lent by George Rice, Esq.

No. 23.

Pike, 26lbs.

Chub, 4½lbs.

Lent by Frank Woods, Esq.

No. 24.

Pike (*esox lucius*), Churchill Lake, Armagh, weight 36lbs.

Lent by R. Ward, Esq.

No. 25

Thames Trout, weight 13lbs.

Thames Trout, weight 10lbs

Thames Trout, weight 8lbs. 15ozs.

3 Grayling, weight 2lbs. 7½ozs., 2lbs. 6½ozs., 2lbs. 5ozs.

2 Barbel, weight 10lbs. 8ozs., 9lbs. 6ozs.

1 Barbel, 9lbs. 4ozs.

1 Colne Bream, 7lbs. 13ozs.

1 Chub, weight 6lbs.

1 Chub, 5lbs. 8ozs.

2 Perch, weight 4lbs. 6½ozs., 4lbs. 2ozs.

6 Roach, total 15½lbs.

Tench, over 4lbs.

Tench, over 4lbs.

3 Golden Orfe, weight 3lbs. 13ozs., 3lbs. 12ozs., 3lbs. 10ozs.

4 Rudd, total 8lbs. 12½ozs.

Model of old engraving of "The Enthusiast" made by T. Padley, an old member of the Friendly Anglers, who lost his life at the Welsh Harp in saving a brother angler from drowning.

Lent by the Friendly Anglers' Society.

No. 26.

Model Tarpon.

Lent by W. H. Grenfell, Esq., M.P.

No. 27.

Stuffed Bream, weighing 28lbs. 9ozs.
Lent by A. F. Wilson, Esq.

No. 28.

Trout, 6lbs., caught in Test, with dry fly.
Trout, 8lbs., caught in Test, with bait.
2 Perch, caught in Loch Magille, Wigtownshire, 3½lbs. and 2¾lbs.
Lent by Sir Herbert Maxwell.

No. 29.

Salmo Hucho, the land-locked salmon of the Danube and other Continental waters.
New Zealand trout of British ancestors, weight 11½lbs.
Grayling from the Test.
Hybrid Salmonoid (English brown trout, salmo fario, crossed with American brook trout, salmo fontinalis), weight 5¾lbs.
Remarkable 4-year old Rainbow trout (salmo irideus).
Lent by the Flyfishers' Club.

No. 30.

Trout (English, not Irish), 9lbs. 2ozs.
Trout (English, not Irish), 8lbs. odd.
Pike (English, not Irish), 31lbs.
Pike (English, not Irish), 29lbs.
Perch, 3¾lbs. (plaster cast).
Pike Heads, on oval shields, 26lbs. and 23lbs.
Lent by M. R. L. White, Esq.

(Screen).

No. 31.

Photos:—
Loch Venachar.
Screwing Lighter.
SS. "Durham.
Thames frozen over.
do. do.
do. do.
Erasmus Wilson.
do. do.
Newburn and Winston.
SS. "Hispania."
Model of Weir.
Model Lifting Lighter.
Lent by The Conservators of the River Thames.

No. 32.

Norwegian Salmon.
Norwegian Sea Trout.
Swedish Trout.
Swedish Char (M).
Swedish Char (F).
Lent by Adml. Sir Wm. Kennedy, K.C.B.

No. 33.

Salmon (Norwegian).
Lent by E. M. Corbett, Esq.

No. 34.

Collection of Knots, Splices and Hitches, presented by Mr. W. Hearder to the British Sea Anglers' Society.
Lent by The British Sea Anglers' Society.

No. 35.

Friends of Bygone Days (case of bait).
Lent by Messrs. Hearder and Son.

No. 36.

River Moy Salmon Flies.
Lent by E. G. Pery-Knox-Gore, Esq.

No. 37.

River Moy Flies.
Lent by J. C. Pery-Knox-Gore, Esq.

No. 38.

Floating or Dry Trout Flies (amateur tied).
Lent by G. Clarke, Esq.

No. 39.

Case Flies.
Lent by Wm. Bantock, Esq.

No. 40.

Frame No. 1.—Dry, or Floating flies, Trout and grayling.
Frame No. 2.—Wet flies. Trout and grayling.
Frame No. 3.—Flies. Lake and sea trout.
Frame No. 4.—Flies. Salmon.
Lent by Capt. Frank Wemyss.

No. 41.

6 Golden Tench.
Thames Trout, 5lbs. to 8½lbs.
3 Barbel, smallest 8¼lbs.
4 Pike, 60lbs. (best over 20lbs.).
7 Pike (best over 17lbs.).
7 Pike (best over 14lbs.).
3 Roach, 6lbs.
1 Pike, 19lbs. 6ozs.
Thames Trout, 3lbs. to 5lbs.
4 Common Tench.
Photographs Lent by A. E. Hobbs, Esq.

No. 42.

Picture showing natural size specimen of young salmon, between smolt and grilse stages.
Picture showing natural size stages in the development of the salmon in captivity.
Box holding silver "Marks" for attachment to salmon. (See Case II., North Wing.)
Cardboard shapes of salmon to show position of "Marks."
Board, ruled off in centimetres used in measuring length of salmon.
Schedules for entry of particulars at time of "Marking."
Lent by the Fishery Board for Scotland.

No. 43.

Libe Bait Basket, made of cane.
Lent by George Hooper, Esq.

No. 44.

The Metamorphoses of the Salmon (*salmo salar*) from the egg to the smolt, prior to its migration to the sea.
Lent by Albert Wade, Esq.

No. 45.

Cast of salmon.
Lent by A. Ferrers-Guy, Esq.

No. 46.

Black and white drawing of the record Roach, taken from the Bristol Reservoir. Length 18ins., girth 14ins., weight 3lbs. 10½ozs.
Lent by Fred. Hyatt, Esq.

PICTURES.

No. 47.

Brace of Trout. Oil painting by Rolfe.
Lent by Chas. H. A. Huish, Esq.

No. 48.

Isaac Walton fishing in the River Colne (oil painting).
Lent by Mrs. E. M. Ward.

No. 49.
Fish. Still life study.
Lent by George Pontin, Esq.

No. 50.
Kennet Trout, by Havie.
Lent by J. Thurlow, Esq.

(North Wing).

No. 55.
Perch, 3lbs.
Perch, 1lbs. 15¾ozs., Mr. Ellis.
Perch, 2lbs. 8¼ozs., C. Stebbings.
Tench, 3lbs. 3ozs., W Lawrence.
Bream, 5lbs. 8ozs., C. Stebbings.
Bream, 5lbs. 7½ozs., C. Stebbings.
Bream, 5lbs. 6ozs., A. Hoggett.
Roach, 2lbs. 1½ozs., S. Howell.
Roach, 2lbs. 2ozs., Sharples, jun.
Roach, 1lb. 15ozs.
Roach, 1lb. 13½ozs., R. Sharples, sen.
Roach, 2lbs.
Roach, 2lbs. 4ozs.
Roach, 2lbs. 3½ozs., Mr. Coleman.
Roach, 2lbs. 5ozs.
Roach, 2lbs. 1½ozs., Mr. J. Hume.
Gudgeon, Mr. Browne.
Pope, Mr. France.
Lent by the Globe Angling Society.

No. 56.
1 Salmon, 40lbs.
1 Trout, 19lbs.
6 Perch.
5 Tench.
2 Chub.
2 Roach.
1 Leather Carp.
2 Otters with Trout.
Jack, 21lbs.
Eel.
Lent by Philip Geen, Esq.

No. 57.
2 Bulheads, Southend.
Perch, 2lbs., Lowestoft.
Pike, 17½lbs., Lea (Herts).
Carp, 6½lbs., Crystal Palace Lake.
Bream and Roach, Crystal Palace Waters.
Dace, 1½lbs., Beane (Herts).
Chub, 5lbs. 1oz., Thames.
4 Brook Trout, all over 1lb., Ravensbourne.
3 Bream, largest fish 3lbs., Crystal Palace Lake.
Bream, 5½lbs., Thames.
Pope, Thames.
3 Rudd, Keston Ponds.
Dace, 1lb., Lea.
9 Roach, largest 2lbs. 1oz., Lea.
3 Codling, Lowestoft.
2 Tench, South Norwood Lake.
3 Bream, Thames.
Minnows, Ravensbourne.
Ill-formed Roach, Crystal Palace.
Gudgeon, South Norwood Lake.
Roach, 2lbs., Medway.
Crucian Carp, Chelsham.
Rudd and Dobule, Kent.
Lent by Mrs. Prideaux.

No. 58.
Case of one specimen Carp.
Case of one specimen Golden Orfe.
Case of three specimen Bream.
Case of six specimen Roach.
Lent by The Convivial Angling Society.

No. 59.
1 Dace, 15½ozs.
2 Dace, 1lbs. 1oz., and 14¾ozs.
2 Dace, 12¾ozs. and 14¾ozs.
1 Perch, 2lbs.
1 Perch, 1lb. 12oz.
1 Perch, 3lbs.
1 Perch, 2lbs. 8ozs.
3 Chub, 4lbs. 8ozs., 4lbs., 3lbs. ¼oz.
1 Carp, 14lbs. 8ozs.
Grayling, from the Lea, 1 fish, 8¼ozs.
1 Case Birds: Gannett, Great Saddleback Gull, Great Saddleback Gull (immature), Green Cormorant, Razor Bill, Guillemot, Oyster Catcher, Common Gull, Lesser Tern, Lesser Tern, Sandling.
Lent by The Good Intent Angling Society.

No. 60.
Specimen Bream, weight 11lbs. 5½ozs., caught Ordnance Pool, Enfield. Received Diploma from London Aquarium, 1895. First award for weight.
Lent by The Enterprize Angling Society.

No. 61.
Perch, 2lbs. 15ozs., caught while Pike fishing, Rauworth Broad, Norfolk, by Percy F. Coggin.
Perch, 2lbs. 3ozs., caught by Reginald Stanley Coggin, aged 9 years, The Fleet, Felixstowe, Suffolk.
Lent by Percy F. Coggin, Esq.

No. 62.
Stuffed Trout, weight 4lbs., caught by G. W. Goss, Esq., in the Wensum at Sennowe Hall, Norfolk, Aug. 1900.
2 Stuffed Perch, weight 2lbs. 10ozs., and 2lbs. 8ozs., caught by B. Le Neve Foster, Esq., in the Wensum at Sennowe Hall, Norfolk, Aug. 1888.
Lent by B. Le Neve Foster, Esq.

No. 63.
Female Trout, weight 5lbs. Caught on fly (red tag) in river Wensum at Sennowe Hall, Norfolk, on 31st March, 1902.
Lent by George W. Goss, Esq.

No. 64.
Bream, 8lbs. 7ozs.
Silver Bream, 4lbs.
Bronze Carp, 14lbs.
Golden Carp, 5lbs. 2ozs.
Chub, 5lbs. 11ozs.
Perch (2), 5lbs. 12ozs.
Perch (1), 3lbs. 2lbs.
Tench (3), 10lbs. 8ozs.
Tench (3), 9lbs. 12ozs.
Trout, 8lbs. 12ozs.
Trout, 7lb. 12ozs.
Pike, 24½lbs.
Eel (record), 10lbs. 1oz.
Roach, 2lbs. 8ozs.
Grayling, 4lbs. 12ozs.
Dace, 1lb. 10½ozs.
Roach (10 one take), 16lbs.
Lent by Richard Starkey, Esq.

No. 65.
Trout, weight 13lbs. 6ozs., Lough Mask. Captor, G. Westrup.
Trout, weight 9lbs., Lough Mask. Captor, G. Westrup.
Pike, weight 24lbs. 4ozs., Lough Key. Captor, T. A. Shaw.
Pike, weight 20lbs., Club Water. Captor, W. T. Attwood.
Bream, weight 7lbs. 1oz., Broxbourne. Captor, G. Westrup.

Bream, weight 6lbs. 6ozs., Broxbourne. Captor, C. L. Scholefield.
Barbel, weight 2lbs. 5ozs., Windsor. Captor, G. Westrup.
Roach, weight 2lbs. 9ozs., Avon. Captor, J. C. Webb.
Roach, weight 2lbs. 3ozs., Kennett. Captor, W. T. Attwood.
Roach, weight 2lbs. 1½ozs., 2lbs. 1oz., 2lbs. ½oz., Avon. Captor, T. A. Shaw.
Dace, weight 11lbs. 2ozs., Cambridge. Captor, G. Westrup.
Dace, weight 1lbs. 1oz., Cambridge. Captor, G. Westrup.
Perch, 3lbs., Moulford. Captor, J. C. Webb.
Rudd, 2lbs. 10ozs., Lough Key.
Rudd (7), weight 14lbs., best 2lbs. 14ozs., Lee. Captor, G. Whitbread.
Lent by the Highbury Angling Society.

No. 66.

3 Roach, unique preserving.
2 Perch, weight 3lbs., 2lbs. 2ozs.
1 Chub, weight 5lbs. 5ozs.
7 Grayling, all good fish.
2 Grayling, total 6lbs.
3 Tench, good.
1 Bream, weight 6lbs. 4ozs.
3 Bleak.
1 Char.
1 Flying Fish.
1 Canadian Game Bass.
1 "3-bearded" Rockling.
Thames Otter and Trout.
Gull and Eel.
1 Salmon (Kelvedon).
Lent by the Gresham Angling Society.

No. 67.

Trout, caught by J. McLeod, 15th March, 1898, 29lbs. Loch Stenness.
Trout, caught by J. G. Millais, 14th August, 1888, 9lbs. Loch Stenness.
Bull Trout, caught by J. G. Millais, 15th August, 1888, 6lbs. Loch Stenness.
Trout caught by Lieut.-Col. H. H. Goodwin, Austenn, 7th Aug., 1896, 3½lbs.
Trout, caught by Major Brock Hollen Hean, 17th September, 1896, 5½lbs. Loch Stenness.
Grilse, the first to be known caught in Orkney, August, 1895, 5lbs. Loch Stenness.
Grilse, caught by W. A. Webb, August, 1904, 5lbs. Loch Stenness.
Lent by John Mackay, Esq.

No. 68.

Roach, weight 3lbs.
Roach, weight 2lbs. 3ozs.
Trout, weight 3lbs.
Trout, weight, 3lbs. 12ozs.
Trout, weight 4lbs. 2ozs.
Ruffe, weight 3½ozs.
Perch, 2lbs. 14½ozs.
Pike, weight 24lbs.
Pike, weight 24lbs.
Pike, 26½lbs.
An old Club Menu in colours.
Lent by the Norwich Angling Club.

No. 69.

9 Roach, 13lbs.
1 Chub, 4½lbs.
3 Rudd, 5¾lbs.
1 Roach, 2lbs. 6ozs.
3 Pike, 29lbs.
2 Perch, 5½lbs.
3 Roach, 5½lbs.
2 Pike, 31½lbs.
Trout (all sizes).
Izaak Walton.
Lent by The Anchor and Hope Angling Society.

No. 70.

Shad and Herring.
Lent by the Conservators of the River Thames.

No. 71.

Roach Bream, weight 4lbs. 5⅜ozs., caught at Wateringbury, in the River Medway, Kent.
Lent by H. T. Turmaine, Esq.

No. 72.

Roach, weight 3lbs. 10½ozs., taken from Reservoir of the Bristol Waterworks Co., at Barrow Burney, Bristol, Nov. 1904. Preserved by Lewis Hutton. The teeth are fixed in the corner of the case.
Lent by Alfred J. Alexander.

No. 73.

Pomeranian Bream. This rare fish was captured in the Norfolk Broads. It was first recorded from Pomerania, hence its name. It was long supposed to be a hybrid between the roach and common bream, but having been found in Ireland where there are no true roach, it was subsequently declared to be a hybrid between the roach and the rudd. It is possible, however, that the bream interbreeds with both roach and rudd, and specimens of Pomeranian bream may therefore in some instances be bream with roach and in others with rudd.
Lent by C. H. Cook, Esq.

No. 74.

Thames Roach, 3lbs. 4ozs.
Lent by W. A. Cox, Esq.

No. 75.

Stourchub, 5lbs. 12ozs., caught by R .B. Marston in the Stour, near Christchurch, Hants.
Shannon Pike, 37lbs.
Head of 26½lbs. Pike, caught by R. b. Marston.
Test Trout, 5¼lbs., and
Test Grayling, 3lbs., caught same day by R. B. Marston.
Head of New Zealand Frost Fish.
Lent by R. B. Marston, Esq.

No. 76.

2 Trout, 20¼lbs.
2 Trout, 18lbs.
1 Trout, 9¼lbs.
1 Barbel, 10lbs. 5ozs.
1 Barbel, 8¼lbs.
4 Golden Tench.
2 Golden Orfe.
1 Roach, 2lbs. ½oz.
1 Perch, 2lbs. 6ozs.
1 Head of Male Pike, 20¾lbs.
Lent by A. E. Hobbs, Esq.

GROUP OF INDIANS, INDIAN VILLAGE.

Show Cases.

I.

No. 78.

Miscellaneous.—Head of Grand Wrasse. Skull of Cat Fish. Card of Fish Throat Teeth. Specimen of Wood bored by the Torido.
Lent by The City of London Piscatorial Society.

No. 79.

Teeth from 3 Chub, scales, jawbones from same fish.
Set of 8½lbs. Teeth.
Lent by A. E. Hobbs, Esq.

No. 80.

4 Cases small fish.
Lent by Mrs. Prideaux.

No. 81.

Cast of Perch.
Lent by R. C. Hardy Corfe, Esq.

No. 82.

Cast Head of Great Wrasse.
Lent by the City of London Piscatorial Society.

No. 83.

Model in Clay.
Lent by J. Martin Dickins, Esq.

No. 84.

4 Fish from the Caribbean Sea, including 1 Globe Fish (stuffed), 1 Horned Trunk Fish, 1 Sea Porcupine, 1 Sea Hedgehog.
Lent by H. P. FitzGerald, Esq.

II.

No. 86.

Fijian Sperm Whale Tooth Necklet.
Ancient Stone Sinkers (Ireland).
Ancient Stone Sinkers (River Lune, Lancashire).
Ancient Stone Sinkers (Rigg and Undy, Scotland).
Two Pottery Sinkers (South Hungary).
2 Matty Island Paddles.
Solomon Steering Paddle.
German New Guinea Carved and Painted Paddle.
New Guinea Steering Paddle.
Two Trobriand Island Paddles.
Two New Guinea Paddles.
New Britain Carved and Painted Paddle.
New Guinea Paddle.
Australian Paddle.
West African Paddle.
New Guinea Paddle.
New Zealand Paddle.
Samoan Paddle.
Two Hervey Island Paddles.
Solomon Island Paddle.
Fijian Paddle.
British Columbian Fish-hook for catching Halibut.
Two Gilbert Island Fish-hooks.
Four New Zealand Fish-hooks.
Three Matty Island Fish-hooks.
Cuttle Fish-hook from Tonga.
Tonga Fish-hook.
Two New Zealand Fish-hooks.
Two Samoan Fish-hooks.
Two Solomon Fish-hooks with Lines.
Eight Solomon Fish-hooks with Lines.
Two Marshall Fish-hooks.
Tonga Fish-hook.
Solomon Island Fish-hook.
Mangaian Fish-hook.
Four Terra del Fuego Bone Harpoor Heads.
Two Congo Fishing Arrows.
New Guinea Canoe Ornament.
Esquimaux Model Canoe.
Basket-work Fish Trap, New Guinea.
Basket-work Fish Trap, Murray Straits.
Two Fijian Sperm Whale Teeth Breast Ornaments.
Matty Island Axe, with Turtle Bone Blade.
New Guinea Fish Harpoon.
Esquimaux Harpoon.
Two Congo Harpoons.
Lent by W. D. Webster, Esq.

No. 87.

Silver Salmon Marks (see South Wing).
Lent by Fishery Board for Scotland.

III.

No. 90.

Group of Perch.
Group of Whiting.
Head of 20lbs. Cod.
Head of Lophius Piscatorium.
Head of 10lb. Cod.
Head of 10lbs. Pollach.
Plaque representing Old Bronze.
Plaque representing Terracotto.
Plaque: Cycloptesus Pumpus.
Plaque: Percus Fluvius.
Plaque: Percus Fluvius.
Plaque: Red Mullet.
Plaque of Dried Fish (cast).
Plaque: An Ambi-coloured Turbot.
Plaque: Esox Licius.
Plaque: Guard Fish.
Lent by A. J. Gear, Esq.

Pictures.

No. 95.

Isaac Walton, oil painting by Jacon Nuysmans.

No. 96.

Charles Cotton, friend of Isaac Walton, oil painting by Sir Peter Lily (and photograph of same).
Lent by W. Fitz-Norman Ellis, Esq.

No. 97.

Salmon.

No. 98.

Bag of Pike.
Lent by G. Silverlock, Esq.

No. 99.

Salmon and Trout, by Rolfe.
Lent by Frank Davis, Esq.

Queen's Palace.

This huge building is replete with interesting exhibits of which the imposing displays of Sir William Armstrong. Whitworth and Co., and Messrs. Vickers, Maxim and Sons, are quite a feature. They comprise Naval Ordnance, projectiles, armour plating, and models of warships. The big guns consisting of 12 inch and 7·5 weapons, are splendid though formidable specimens of unrivalled workmanship. Their "food", in the shape of shell, shrapnel, &c., is arranged in the effective exhibit of Messrs. Thomas Firth and Sons, Ltd., of Sheffield. Messrs. Kelvin and James White, show numerous scientific inventions for nautical purposes and Messrs. Hughes and Sons' collective show of sea-faring instruments, charts, &c., is of genuine historic worth. An exhibit here of the keenest interest is by the Proprietors, and consists of a Daily Graphic chart of the World on which movable models show the position of the Fleet from day to day,

1A **The Safety Tread Syndicate, Ltd., 15 Barbican, E.C.**

Non-Slipping Stair Treads. In steel and Lead. For Ships' Stairways. Iron and Lead. Engine Room Ladders. Brass and Lead. Gangways. Sills for companion way doors. Iron and head Bunker Plate. Steel Spring washers.

1B **Samuel Prout & Son, 25, Beak Street, Regent Street, W.**

Prout's Dubbin. For water-proofing, softening and preserving Fishing, Shooting, Golfing, Walking and Driving Boots, rendering them impervious to rain and wet, preventing cold and damp feet.

1C **W. L. Byers & Co., Ltd., Anchor Manufacturers, Admiralty Contractors, Sunderland.**

Byers' patent stockless anchor, supplied to the British, Japanese and other foreign governments, and to the principal ocean steamship companies in the United Kingdom and on the Continent.

Primitive anchor of wood and stone, as used by Galway fishermen.

Photographs of ancient and modern anchors.

1 **Chas. Gill, South Street, St. Neots.**

Model of the Ouse Houseboat "Lily" and photographs of the Houseboats "Sunflower," "Iris" and "Thrush."

2 **Felix Lyde Ames, Bothalhaugh, Morpeth.**

Specimen of improved berth for the increased comfort and safety of passengers.

3 **T. Thompson & Co., 35, New Broad Street, E.C.**

Model of an air-tight smoke box door (Silley's Patent) for a Scotch boiler. Model of a wing door, with curved sliding catch at bottom.

Model of an air-tight smoke box door (Silley's Patent) for a Belleville boiler.

Sundry small models of the same invention.

4 **The London Scaling Co., 101, Leadenhall Street, E.C.**

Tools in use for cleaning steam boilers. Various kinds of fire clay bridge blocks for furnaces; also fire clay protection pieces for marine boilers.

Patent smoke box door for boilers.

Patent deck hose couplings.

Various kinds of boiler and pipe covering.

5 **A. G. Taylor & Co., 17, Poland Street, Oxford Street, W.**

The Quick Grip spanner and nut gripping pliers.

Motor and engineering tools.

Labour saving machines, tool novelties and new inventions.

6 **Seebohm & Dieckstahl, Ltd., Dannemood Steel Works, Sheffield.**

Fractures and sections, showing the materials from which crucible cast steels are manufactured. (*a*) Swedish iron of various well-known brands, (*b*) blister steel, (*c*) crucible cast steel, (*d*) hammered and rolled fractures of special steels, also ordinary crucible cast steels, the latter corresponding to the ingot tops shown at the sides of the case. (*e*) One piece each, square, round and octagon, in the bar, showing finish and labelling.

7 **Arethusa and Chichester, Training Ships belonging to The National Refuge for "Homeless and Destitute Children," Incorporated, 1904, 160, Shaftesbury Avenue, W.C.**

Models, photographs and pictures illustrating training. Specimens of work, statistics, booklets and other printed matter connected with the Refuges.

8 **Colonel Geo. Ranking, I.M.S., 31, Suffolk House, Lawrence Pountney Hill, E.C.**

Ranking's patent safety boat disengaging gear. Simply constructed invention to prevent boats from being capsized. In lowering boats in a heavy sea this gear will be of especial service as the provision for releasing the boat avoids all chance of the boat being swung round when first taking the water.

9 **G. H. Chaplin & Co., 12, St. Helen's Place, Bishopsgate Street, E.C.**

Chaplin's Kohinor (Diamond) self-lubricating packing, for use in marine and land engines, refrigerators, hydraulic rams, pumps, etc.

10 **J. Loynes & Sons, Wroxham, Norfolk.**

Model of 18 ton shallow draught yacht drawing only 4ft. of water, and has 5ft. 10in. head-room, and a model of a new class of 5 ton yacht, with a lifting cabin, which is also suitable for the Norfolk Broads, the waterways of Holland and other shallow waters.

11 **Geo. Neill & Co., Ltd., 38, Fenchurch Street, E.C., Works: Burnham-on-Crouch.**

Truscott motors, launch, dinghy, models, plans Carley life float, deck lounge, motor accessories and fittings, Caffall process for waterproofing and preserving buildings.

12 **Wm. Harvie & Co., Ltd., 24, McAlpine Street, Glasgow.**

Patent ship bow and mast-head lanterns.

13 **Marine Society, Clark's Place, Bishopsgate Street Within, E.C.**

A waxwork group, consisting of Britannia in her robes, with trident and shield; on her left two boys—one in rags and the other attired in the Marine Society's uniform of 1756; on her right two boys—one in poor clothing, the other the Society's uniform of 1905.

Group to illustrate the Society's work, 1756—1905. A model of a sailing ship and also a model of a man-of-war.

14 **Armstrong & Co., Sporting Gun Department, 115, Northumberland Street, Newcastle-on-Tyne.**

One Armstrong steel rowing boat, being typical of our manufactures in steel of rowing boats, punts, canoes and all other small craft usually made of wood, but made by us of steel, which renders the craft impervious to weather, easy to row, most elegant appearance, never leak and need no boat house protection.

15 **Batavier Line, Custom House and Woolquays, Lower Thames Street.**

A model of the SS. "Batavier."

16 **The Long-Arm System Co., 39, Victoria Street, S.W.**

A demonstration of the "Long-Arm" system for closing electrically operated water-tight bulkhead doors, from the bridge of a ship, as well as at the door.

17 **Frost Bros., Ltd., 342, Commercial Road, E.**

Ropes and Cordage.

18 **Gieve, Matthews & Seagrove, Ltd., High Street, Portsmouth.**

(*a*) Uniforms of the Royal Navy of all ranks, epaulettes, aiguilettes, sword belts and Naval accoutrements.

(*b*) Naval Cadet's outfits, on joining the Royal Naval Colleges at Osborne and Dartmouth, together with Admiralty regulation sea chest.

19 **Holmes' Lights Co., 13, York Buildings, Adelphi, W.C. Joseph R. H. Holmes, Inventor.**

Holmes torpedo finders. Inextinguishable life buoy and danger lights. Holmes "Beresford" detacher for disengaging.

The "Victory" life boat equipments. Inextinguishable bombs. Rockets, etc. Holmes ozone fluid.

20 **Andrews' Governor Patents, Ltd., Lower Road, Deptford, S.E.**

Andrews' patent governors, for governing marine engines, also a model of throttle valve, connected to a governor, to show the working.

21 **Alfred Jeffery & Co., Marsh Gate Lane, Stratford, E.**

Specimens of marine glue, and models shewing application of marine glue, viz.:—

Model of pontoon, waterproofed, etc., with marine glue.

Model of life-boat air case, waterproofed, etc., with marine glue.

Models of sections of ship's decks, payed with marine glue. Model of lifeboat. Specimens showing application of marine glue for sundry purposes. Jeffery's patent combined melting pot and paying ladle.

22 **Princeps & Co., Engineers, Matilda Street, Sheffield.**

Princeps frictionless metallic piston rings, and Princeps patent metallic packings for marine and land purposes.

23 **Chas. A. Blatchford, 90, Clapham Road, S.W.**

Artificial limbs, crutches, and extension appliances. French, spring and folding crutches. Legs with tendon action; double action ankle and with patent ball bearing knee joints.

24 **Jas. Brown & Son, 52, Darnley Street, Pollokshields, E. Glasgow.**

Nautical and marine engineering books and charts for navigators. Brown's Nautical Almanack and Tide Tables. Brown's Nautical Diary. The Nautical Magazine. Established 1832.

25 **Richard George Lacey, 2, Fawe Park Road, Putney, S.W.**

Sea anchors, life belts and buoys, ship's blocks and fishing and yachting requisites. Life-saving appliances, etc. Model of first rocket apparatus for use on board ship.

26 **The Crown Preserved Coal Co., Ltd., Cardiff.**

Crown patent fuel.

27 **Missions to Seamen (Stuart C. Knox, Esq., Secretary), 11, Buckingham Street, Strand, W.C.**

Models, maps, photographs, literature, etc., in connection with the Missions to Seamen.

28 **The Prince Line, Ltd., 12, Mosley Street, Newcastle-on-Tyne.**

Models of ss. "African Prince," "Merchant Prince," "Mexican Prince," and "Trojan."

29 **Thos. Wilson, Sons, & Co., Ltd., 1, East India Avenue, E.C.**

Model of twin screw ss. "Consuelo." Hull to New York. Length 460 feet. Breadth 52 feet. Depth (Mld.) 34 feet 2 inches. Gross tonnage, 6,025; net, 3,960. D.W., 8,600. I.H.P., 4,700. Builders, C. S. Swan and Hunter, Ltd., Wallsend-on-Tyne. 1900.

Model of Royal Mail ss. "Calypso," Hull—Gothenburg. Length 310 feet. Breadth, 42 feet 6 inches. Depth, 26 feet 6½ inches. Gross tonnage, 2,962; nett, 1,718. Displacement, 4,492. Draught, 19 feet 6 inches. Built by Earles Shipbuilding and Engineering Co., Ltd., Hull. 1904.

29A **Dobbie, McInnes, Ltd., 45, Bothwell Street, Glasgow.**

Chronometers, and general navigational instruments.

30 **John Aird & Co., 37, Great George Street, Westminster.**

Model of the Assuan dam.

31 **Great Eastern Railway Co.**

Model of the Great Eastern Railway Company's Royal Mail steamer "Berlin," on the Harwich—Hook of Holland service. The dimensions of the steamer are: Length, 302ft.; breadth of beam, 36ft.; tonnage, 1,775; I.H.P., 5,000.

32 **Great Western Railway Co.**

Model of twin screw steamship "Roebuck," which forms one of the G.W.R. Co.'s fleet of steamers working on the service between Weymouth and the Channel Islands.

33 **Great Western Railway.**
Fishguard and Rosslare Railways and Harbours.

Model of Fishguard Bay, Pembrokeshire, showing the Harbour Works in course of construction for the new Great Western route to Ireland.

34 **Royal National Life Boat Institution, 20 and 22, Charing Cross Road, W.C.**

Models of life-boats.

35 **"Shell" Transport & Trading Co., 19 & 21, Billiter Street, E.C.**

Model of steamship "Silverlip." This steamer was built by Messrs. Sir W. G. Armstrong, Whitworth and Co., at Walker Shipyard, Newcastle-on-Tyne. Dimensions: 470 feet long by 55 feet 3 inches by 36 feet depth. Net register tonnage, 4,903. Gross tonnage, 7,492. Dead weight carrying capacity, 10,300 tons. Fitted to burn either liquid fuel or coal, and can steam 11 knots per hour on a consumption of 32 tons per day of liquid fuel, or 45 of coal. Can carry petroleum in bulk or general cargo.

36 **Lamport & Holt, 21, Water Street, Liverpool.**

Model of ss. "Raeburn," owned by Lamport & Holt, trading between Liverpool and the River Plate. Built by D. and W. Henderson & Co., Ltd., of Glasgow, 1900. Gross tonnage, 5,183 tons. Length, 405′ 0″. Breadth, 52′ 0″. Depth, 31′ 0″. Specially fitted for carrying cattle through the Tropics. This steamer was used by H.M. Government for carrying horses to the Cape during the late war, her percentage of losses being extremely small. Fitted with superior accommodation for a limited number of first class passengers.

Model of ss. "Terence," owned by Lamport & Holt, trading between Liverpool and Brazil. Built by D. and W. Henderson, & Co., Ltd., of Glasgow, 1902. Gross tonnage, 4,308 tons. Length, 390′ 0″. Breadth, 50′ 0″. Depth, 22′ 6″. Fitted with superior accommodation for a limited number of first-class passengers. Specially fitted for carrying emigrants.

37 **Furness Railway Co., Barrow-in-Furness.**

Model of ss. "Duchess of Devonshire." Engaged in Barrow and Belfast and Barrow and Douglas, Isle of Man services.

Model of "Lady Margaret." Engaged in Barrow and Fleetwood service.

39 **Cayzer, Irvine & Co., 109, Hope Street, Glasgow.**

Model of turret deck steel steamer "Clan Colquhoun." Built by Messrs. W. Doxford and Son, Ltd., Sunderland, for the Clan Line. Dimensions: Length, 440 feet. Breadth, 51 feet 6 inches. Depth, 28 feet 9 inches. Gross tonnage, 5,856 tons. Dead weight capacity 8,400 tons. Indicated horse-power, 3,200.

40 **Geo. Thompson & Co., 7, Billiter Square, E.C.**

Model of t.ss. "Miltiades."

41 **British India Steam Navigation Co., Ltd., 9, Throgmorton Avenue, E.C.**

Model of the steel turbine steamers "Lhasa," "Linga," "Lama," and "Lunka," built for the B.I.S.N. Co., Ltd., by Messrs. Wm. Denny and Bros., Leven Ship Yard, Dumbarton.

42 **Fleming & Ferguson, Ltd., Phoenix Works, Paisley.**

Suction pump twin screw hopper dredger "Poulton," capable of raising 1,500 tons sand per hour from a depth of 40 feet. Speed, 9 knots per hour.

43 **W. Cory & Son, Ltd., 52, Mark Lane, E.C.**

Models of self trimming collier steamers used in the coasting coal trade.

44 **John Hall Junior & Co., 31 & 32, Crutched Friars, E.C.**

A. Model of ss. "Britannia." Built in 1902 by Wood, Skinner and Co., Newcastle-on-Tyne.

B. Model of ss. "Lusitania." Built in 1903 by the Blyth Shipbuilding Co., Ltd., Blyth.

C. Model of ss. "Iberia." Built in 1905 by the Blyth Shipbuilding Co., Blyth.

45 **Jenkins & Co., Ltd., 38, Leadenhall Street, E.C.**

Model of ss. "Monmouthshire." Shire Line to Straits, China and Japan.

46 **Moss Steamship Co., Ltd., 31, James Street, Liverpool.**

Model of steamship "Selt."

47 **Great Central Railway, 216, Marylebone Road.**

Models of Great Central Railway's steamers.

48 **Manchester Ship Canal Co., 101, Leadenhall Street, E.C.**

(1) Plan of the Manchester Ship Canal, showing the route, dock sheds and equipment, lay-byes and wharves, and the various docks and jetties at the principal ports.

(2) Plan of the docks at Manchester, shewing the length of quayage, water-space area, and the facilities for the loading and discharging of vessels.

(3) Photographic view of the new dock at Manchester—No. 9.

(4) Photographic view of the four floors transit sheds, situated on the south side of No. 9 Dock, shewing the latest method employed in dealing with cargo under cover.

49 **Temple, Thomson & Clark, 38, Leadenhall Street, E.C.**

A map of the river Thames, showing steamer and barge wharves, tiers, moorings, etc., from London Bridge to Gravesend, and giving alphabetical list of principal steamer wharves, with average depth of water on spring and neap tides, and length of vessel that can be accommodated.

50 **R. & W. Hawthorn, Leslie & Co., Ltd., Hebburn Shipbuilding Yard, Newcastle-on-Tyne.**

Model of the t.ss. "Smolensk," belonging to the Russian Volunteer Fleet. Now named "Rian," and acting as an armed auxiliary cruiser with the Russian Naval Squadron.

Model of H.M. torpedo boat destroyer "Viper," which was the first vessel for actual service to be fitted with turbine machinery.

Model of H.M. destroyer "Boyne." The latest type of destroyer under construction.

Model of the t.ss. "Cretic."

Model of the t.ss. "Turakina." Mail and passenger steamer.

Model of the ss. "Alagoas." Passenger steamer for service in South America.

Model of the t.s. Canadian Lake steamer "Turbinia." The first turbine vessel built for passenger service in America.

1 **Strickland & Co., 4, De Burgh Crescent, West Drayton.**

Canadian canoes and models of Canadian canoes.

Model of the first settler in the bush, etc.

53 **The Pacific Steam Navigation Company, Liverpool.**

Model of paddle-wheel, SS. "Peru" and "Chile," the first steamships built for the Pacific Steam Navigation Co., and pioneers of the coasting trade in the South Pacific. Built by Curling, Young and Co., London, in 1839. Length between perpendiculars, 170ft.

Model of twin-screw R.M.S. "Ortona," length, 500ft.; breadth, 55ft.; and depth, 37ft.; of 13,050 tons displacement, and 8,000 tons gross register tonnage, and built in 1899 by Messrs. Vickers, Sons and Maxim, Ltd., of Barrow-in-Furness, for the Pacific Steam Navigation Company, now running in the Orient—Pacific Line, between London and the Australian Colonies.

54 **City of Dublin Steam Packet Co., 15, Eden Quay, Dublin.**

Model of Royal Mail Steamer "Ulster," one of the four mail steamers now engaged in carrying on the mail service between Holyhead and Kingstown.

Model of "Kilkenny," cargo and passenger steamer, one of the fleet running between Liverpool and Dublin.

55 **London and North Western Railway.**

The twin screw steamer "Anglia," running on the Holyhead and Dublin (Northwall express) service. The "Anglia" is 337 feet 6 inches long, 39 feet beam.

Twin screw steamer "Galtee More," running on the Holyhead and Greenore express service. The "Galtee More" is 280 feet long 35 feet beam.

56 **Napier & Miller, Ltd., Shipbuilders, Yoker, near Glasgow.**

Model of London County Council river steamers. Dimensions: 130 feet by 18 feet 6 inches by 7 feet.

Model of ss. "Sikh." Dimensions: 400 feet by 49 feet by 29 feet 6 inches.

56A **R. Craggs & Sons, Ltd., Tees Dockyard, Middlesborough.**

Model of ss. "Welsh Prince."

57 **W. Simons & Co., Ltd., Renfrew.**

Model of suction pump hopper dredger. Constructed for the Government of Natal. Dimensions: 301 feet by 46 feet 6 inches by 21 feet 3 inches. Dredging depth 40 feet. Hopper capacity 3,000 tons. Dredging capacity 4,000 tons.

Model of stern well bucket hopper dredger. Constructed for the Suez Canal Co. Dimensions: 274 feet by 47 feet by 19 feet. Dredging depth 39 feet. Hopper capacity, 2,118 tons. Dredging capacity (per hour), 1,800 tons.

57A **The Union-Castle Mail Steamship Co., Ltd., 3, and 4, Fenchurch Street, E.C. Donald Currie & Co., Managers.**

Model of "Durham Castle."

57B **Fred Leyland & Co., Ltd., 27 & 29, James Street, Liverpool.**

Model of the Leyland Liner "Haverford."

58 **Thos. Firth & Sons, Ltd., Norfolk Works, Sheffield.**

A collection of projectiles, including armour piercers, some unfired and some which have penetrated various thicknesses of armour plate, also lyddite shell, and older patterns of projectiles.

Two torpedo vessels.

A collection of high speed twist drills.

"Speedicut" tools with shavings cut off by the same.

Photographs of our various manufactures.

Show case containing carpenters' tools.

Show case containing a small collection of files.

Show case from the Projectile Co., Ltd., Wandsworth Road, London, S.W., showing various specimens of shell made from Firth steel.

58A **Fellows Bros., Clyde Cable and Anchor Works, Admiralty Contractors, Cradley Heath, Staffordshire.**

Fellows' patent ball-jointed stockless anchor, models of Fellows' patent, Trotman's, Rodgers and Porter's pattern anchors.

Lifting tackle, crabs, jacks, pulley blocks, all kinds, and chains, mast screws, thimbles, shackles, boat rowlocks, and hooks.

58B **J. W. Blake & Son, Manufacturers of Yacht Fittings, Gosport.**

General yachting and naval fittings, lamps, saloon and cooking stoves, yacht closets, and motor launch fittings.

Algicide antifouling composition, galvoline, varnish and topside paints, copper and brass air-heads, wood blocks, windlasses and yacht forgings.

59 **Berthon Boat Co., Ltd.,50, Holborn Viaduct, E.C.**

Models of Berthon ships and lifeboats, as supplied to the Royal Navy.

Collapsible and portable life-boats, 20ft., as supplied to the torpedo destroyer ships of the Royal Navy.

Duplex pontoons. Berthon punts for fishing, yacht dinghies and canoes.

60 **Matthew Keenan & Co., Ltd., Armagh Works, Tredegar Road, Bow, E.**

Keenan's patent non-conducting vegetable pulp special flange covers, or other specialities for engineers and steam users in general.

61 Early Navigational Instruments.

LENT BY CAPT. D. WILSON BARKER, R.N.R.

Instruments of various sorts and different degrees of usefulness had an early place in the science of navigation. It is probable that the astrolabe was the first instrument to be used for navigational purposes, unless, as is possible, it was preceded, among the Chinese, by the compass, but whereas we have authentic information of the early use of the astrolabe, the beginnings of the compass are but vaguely recorded. It is likely that the first voyagers worked as best they could with shore astrolabes, an instrument gradually modified and improved into the Ring-dial, between 1400 and 1500. The Ring-dial was easily adaptable to any latitude by revolving the outer ring which held it; it was a great improvement on the astrolabe, and was much more correct in results.

The difficulties experienced by Columbus and his fellow-voyagers, owing to the variations of the compass, gave a great impetus to the development of navigational instruments; soon after the discovery of America we find that the Cross Staff, and later the Back Staff, were used for the observation of latitudes, with much more success than was obtained with the astrolabe.

John Davis wrote the first English book on Navigation. He did much to improve the science of Navigation, and was the inventor of several nautical instruments, the most important of which was his well-known quadrant.

Another instrument very early in use for the delineation of time by the Pole Star and the Great and Little Bear, and for the working of other problems, was the Nocturnal.

At the end of the 16th Century, Mercator's Chart was brought into practical use by Wright. The dip of the compass needle was discovered about this time by R. Norman. The instruments in use at this epoch were the Astrolabe, Blank Globes, Cross Staff, Compass, Clocks, and Hour Glasses.

Logarithms, invented by Napier, were brought into regular use by Briggs, early in the 17th Century.

Godgrey's and Hedley's practical modification of the quadrant, invented by Sir Isaac Newton, was an event of great importance. Its outcome is the beautiful modern sextant with its accuracy and refinements.

In 1726 the chronometer was invented. The precision of this instrument is now almost perfect.

The development of the compass into the perfect modern form, given it by F. Gioa of Amalfi, was gradual, but there is no doubt that in its simple needle state it was for long a familiar and much used instrument in China. It was, however, after the introduction of iron ships that compasses became the accurate and beautiful instruments they are at the present time. An attempt has been made to show, in this case, the progress of navigational instruments from the astrolabe to the modern sextant. One cannot but admire the ingenuity and the careful patience of the old navigators, who with their quaint and imperfect instruments managed to obtain the results they did.

62 Modern Navigation Instruments.

EXHIBITED BY HENRY HUGHES AND SON, LTD.

These comprise all the many instruments required on the steamships of the present day for accurately indicating the course of the vessel, finding the ship's position by astronomical observation, and by bearings from known objects on the land, laying off the ship's position on the chart, ascertaining the speed of the ship and the distance run, the depth of water, apparatus for signalling by sound and sight, the various meteorological instruments, etc. The instruments exhibited are:—Marine chronometer, 8-day and 2-day; various patterns of ship's timepieces; deck watches and chronographs, standard compasses, various forms as used in the Navy and Merchant Service; steering compasses; spirit compasses; yacht and boat compasses; Aynnuth compasses; Aynnuth mirrors and indicators; compass correctors and pelarnses; instruments for compass adjustment; magnetic instruments and dip needles; sounding machines and patent logs; log lines, sounding lines, etc.; ship's telegraphs; fog horns and bells; marine meterological instruments; barographs and thermographs; sextants and quintants; artificial horizons ; angle sextants and station pointers; chart instruments telescopes and binocular telescopes; clinometers and heel instruments; s and great circle globes.

63 **Jennings Ltd., Lambeth Palace Road, S.E.**

Sanitary appliances for ships and yachts, consisting of baths, lavatories, urinals, water closets (above and below water-line), etc.

64 **Messrs. Kelvin & James White, Ltd., 18, Cambridge Street, Glasgow.**

Lord Kelvin's patent navigational instruments.

1 12in. standard compass.
1 10in. Admiralty standard compass, new pattern.
1 10in. Admiralty standard compass, carved for yachts.
1 10in. Merchant Service pattern standard compass, with "Angus" pattern top.
1 10in. wheelhouse compass.
1 10in. yacht compass, ordinary pattern.
1 10in. liquid compass, in teak stand.
1 10in. Sir Wm. Thomson's expired patent compass.
1 10in. liquid compass in plain built stand.
1 10in. liquid compass, on brass pillar.
1 10in. liquid compass, on teak pillar.
1 10in. dry compass on teak pillar.
1 Lord Kelvin's patent navigational sounding machine, merchant service pattern.
1 Lord Kelvin's patent navigational sounding machine, yacht pattern.

64A **The Cape Asbestos Co., Ltd., 8, Minories.**

Removable and plastic boiler and pipe coverings. Asbestos goods generally.

64B **Ripolin, Limited, 110, Fenchurch Street, E.C.**

Ripolin paints and compositions. Models of yachts.

64C **Thompson, Bros., 155, Fenchurch Street, E.C.**

Patent "Presto" chock releasing gear and swinging davits. Preston's patent quadrant radial sockets, davits and chocks.

65 **Loveridge, Ltd., Docks, Cardiff.**

Ship's cooking stoves, ventilators, pumps, blocks, tackle and steering gear buffers.

66 **Jas. Walker & Co., "Lion Works," Garford Street, West India Dock Road, E.**

Walker's (patent) "Lion" packings and jointings for marine, locomotive and stationary engines and pumps; also for hydraulic work of all kinds; electric-lighting and power stations; water-works; sewage stations; pumping stations; forges; steam hammers, etc. Walker's specially prepared asbestos fibre.

Walker's acid proof, and other descriptions of rubber goods.

Walker's special hose for ship's use.

67 **Navy League.**

Navy League map. Diagrams showing sources of food supply.

Principal navies and commerce. Condition of the British Mercantile Marine, with regard to its foreign personnel.

Model of the engines of H.M.S. "Duncan."

"The British Navy Series."—(1) Profile and plan of the principal fighting ships of the British Navy, power of guns, etc. (2) Profile and longitudinal inner section of a battleship. (3) Profile and longitudinal inner section of an armoured cruiser. (4) Scout and destroyer. (5) Submarine.

"The British Navy Past and Present," by Rear-Admiral Eardley-Wilmot.

"Nelson," by Admiral the Hon. Sir Edmund R. Fremantle.
"Twelve British Admirals," reprints from Navy League Journal.
"Britain on and beyond the Sea." "Our Flags," by Rear-Admiral Eardley-Wilmot. The Navy League Journal. The Navy League Calendar. Messrs. Metzler and Co. have published for sale by the Navy League, copies of the following five songs:—"The Flowing Can," by Dibden; "Peg Away," by Frederick Bevan; "Song of the Sea," by F. Mullen; "To Victory," by Olgar Rudd; "The England of To-morrow," by Sir Frederick Bridge.

68 **Navy League, Offices, 13, Victoria Street, S.W.**

Large copy of the Navy League map of the world, showing in red the British Empire, also Naval Stations and other interesting particulars. Models of H.M.S. "Duncan," H.M.S. "Warrior," the first British iron-clad, I.J.N. "Shikishima," lent by the Thames Ironworks and Shipbuilding Co.

69 **Henry Jacob & Co., 9, Water Lane, E.C.**

Brass torpedo (early type). For sale.

70 **Richard Benjamin Painton, 801, Pennsylvania Avenue, Williamsport, U.S.A.**
Agent: W. Rowe, 138, Old Road, West Gravesend, Kent.

Model of an electrically-propelled passenger ship, designed to make 44 knots per hour (or fifty statute miles).
A vessel so fitted is calculated to cross the Atlantic in three days. The principal can be applied to war or other vessels.
Bills are now before the House of Representatives and the Senate of the United States of America to vote the cost of a destroyer and a cruiser to be built on this principle.
All communications and inquiries to be addressed to Messrs. Bilbrough and Plaskitt, Solicitors, 8, Old Jewry, E.C.

71 **British Engelhardt Collapsible Lifeboat Co., Ltd., 101, Leadenhall Street, E.C.**

Model of the Engelhardt Collapsible Life Boat.

72 **The Webley & Scott Revolver and Arms Co., Ltd., 78, Shaftesbury Avenue, W.**

Guns, rifles and revolvers.

72A **Joseph Gillott & Sons, Victoria Works, Graham Street, Birmingham.**

Steel Pens and Penholders.

72B **Cloud & Nichols, Strand-on-the-Green, Chiswick, W.**

Petrol Marine Motor with reversing gear, shaft, and propellor.

73 **Hunter & English, 202, Bow Road, London, E.**

Model of floating crane to lift, swing and transport 50 tons, at a radius of 52 feet, fitted with propelling machinery, to drive the hull at four knots an hour. Counter-balance is so arranged that equi-

librium is established in the crane structure as soon as the load is lifted, so that in whatever direction the crane slews the hull is kept on an even keel.

Model of steam dredger, with shore delivery, to raise 100 tons per hour, and deliver same by shutes, at 100 feet from the centre of the hull. Specially designed for canal making.

74 **John Lilley & Son, 10, London Street, E.C.**

Binnacles, with electric lighted compasses and other nautical instruments.

75 **Geo. Rapley, 63, Tonsley Hill, Wandsworth, S.W.**

(1) Specimen pairs of non-heating bearings, applicable to all kinds of machinery in general use, either marine, locomotive or stationary engines.

(2) A model of a non-sinkable self-adjusting decked life-boat.

(3) A model of a vessel, provided with means to prevent or minimise damage from collision.

(4) A representation of a novel life-belt, to preserve life from drowning.

75A **Lawrence & Mayo, 67 and 69, Chancery Lane, W.C.**

Instruments for naval and marine purposes. Telescopes, binoculars, binnacles, sextants, and compasses, etc.

76 **J. T. Davis, The Ropery, Coborn Road, Bow, E.**

Rope, twine, lines, nets and engine and hydraulic packings of all kinds.

77 **E. E. Wigzell, Billiter House, Billiter Street, E.C.**

Sea sounding machines and accessories.

78 **Pinchin, Johnson & Co., Ltd., 23, Billiter Street, E.C.**

White enamels.

79 **Kermod's Liquid Fuel System, 62, Dale Street, Liverpool.**

Hot-air burners of 250 I.H.P., 150 I.H.P. and 50 I.H.P.

Steam and induced air burners of 50 I.H.P. and I.H.P. and steam and induced air burner geard.

Samples of oil fuel, crude Borneo, American crude, thick black Russian (Masut) and crude Texas water gas oil, pure petroleum.

Photographs.

80 **Hayward & Co., 93, Minories, E., and Crewkerne, Somerset.**

Ship's canvas and sailcloth and duck seaming. Roping twines, buntings and flags.

81 **Swan, Hunter, & Wigham Richardson, Ltd., Wallsend and Walker-on-Tyne.**

Models of ships, floating dock, and photographs.

82 Vickers, Sons & Maxim, 32, Victoria Street, S.W.

12in. breech-loading gun, with breech mechanism.
7.5in. quick-firing gun, on centre pivot mounting.
12 pdr. quick-firing gun on centre pivot mounting.
9 pdr. semi-automatic gun on Naval mounting.
9 pdr. fully automatic gun, on Naval mounting.
6 pdr. quick-firing gun on naval mounting.
3 pdr. semi-automatic gun on Naval mounting, with pillar.
3 pdr. quick-firing gun, on naval mounting, with pillar.
75mm. quick-firing gun on field carriage, with limber.
75mm. quick-firing landing gun, with limber.
75mm. mountain gun and carriage.
75mm. mountain gun, arranged for pack transport on five mules.
Pom-pom gun on cone mounting.
Pompom gun on Naval carriage, with limber.
Pompom gun on mountain carriage.
Maxim gun on tripod.
Maxim gun on quadrupod mounting.
Maxim gun on combined carriage and tripod mounting.
Maxim gun and tripod, arranged for pack transport on a mule.
Maxim gun on separable galloping carriage.
6in. capped shell, after perforating a 6in. armour plate.
Model of 12in. breech mechanism.
Model of 9·2in. breech mechanism.
Model of 6in. gun and mounting.
Model of 18 pdr. field carriage.
Model of ammunition hoist.
Model of gun, shewing semi-automatic system.
Models of various shells, 12in., 10in., 9·2in., 6in., 4·7in.
Groups of quick-firing ammunition, from 3in. downwards.
Armour plates—12in., 9in. and 6in.
Japanese armoured battleship "Mikasa."
H.M. protected scout "Sentinel."
H.M. torpedo boat destroyer "Aron."
Steam yacht "Venetia."
H.M. armoured cruiser "King Alfred."
H.M. armoured battleship "Triumph."
} Models.

82A The Proprietors of "The Daily Graphic," Tallis Street, Victoria Embankment, E.C.

Present position of British warships, shown in the "Daily Graphic." Relief map of the world.

83 Sir W. G. Armstrong, Whitworth & Co., Ltd., Elswick Works, Newcastle-on-Tyne.

6IN. Q.F. GUN.—This gun is designed for rapidity of fire. The mechanism for closing the breech is on the interrupted screw system, and so arranged that it can be quickly opened or closed by a single movement, both electrical and percussion firing gear is provided. The gun weighs 5 tons, and fires a projectile of 100lbs., the charge being contained in a brass cartridge case, against which the base of the projectile rests.

4.7in. Chronoscope Gun.—This is an experimental gun, and was constructed for the purpose of obtaining the actual ballistics in the bore. Holes are bored radially down the whole length of the gun, and into these holes are screwed crusher gauges, by means of which the pressure of the powder gases in tons per square inch can be ascertained at any point in the bore.

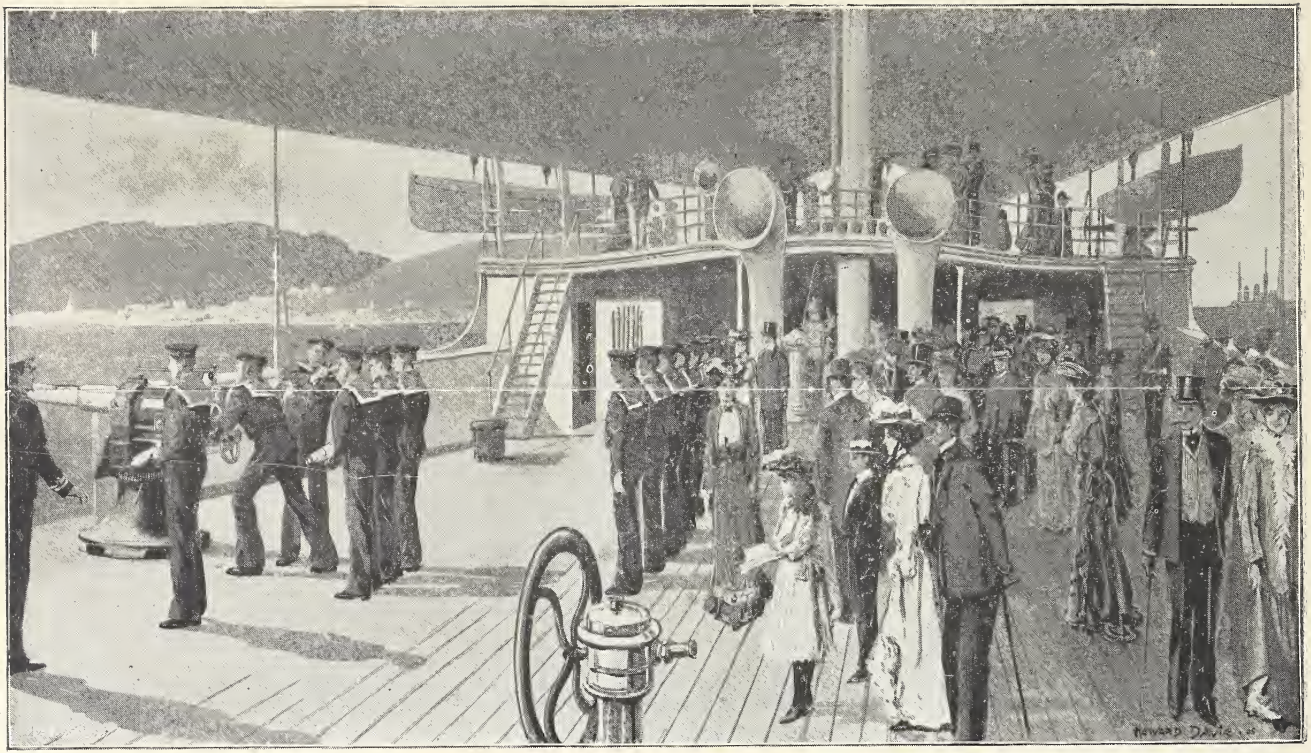
4in.-40 Calibre Q.F. Gun and Mounting Complete.—This is a good type of naval gun and mounting. The gun fires a projectile weighing 30lbs., the muzzle velocity being 2,334 feet per second. The charge is contained in a metallic cartridge case, and a very rapid rate of fire can be obtained if necessary. The mounting consists of (1) a cradle which encircles the gun, and in which it recoils axially, the recoil cylinder and two powerful running out springs are underneath the cradle. (2) A forged steel carriage in which the cradle rests, the carriage carries the elevating and training gear and revolves in a socket in the pedestal. (3) A forged steel pedestal which is secured to the ship's deck, and in which a socket with a ball bearing is provided to take the carriage. (4) An outer circular shield for the protection of the gun detachment; this shield has a thickness of 4.5in. in front, 2in. at the side, and a roof plate of 1in. thick. Apertures are provided for the gun and sights. The shield is secured by brackets to the carriage. The mounting is so constructed that one man can very rapidly lay and fire the gun, the elevating and training hand-wheels and a pistol grip for electrical firing being close together. A shoulder piece is also provided for the gun layer to steady himself against. Both electrical and percussion firing gear are used, and electrical night sight gear for illuminating the sights at night are also carried.

12pdr. 40 Calibre Q.F. Gun and Mounting.—The weight of this gun is 12cwts., and the bore is 3in. diameter. It fires a 12½lb. projectile with a muzzle velocity of 2,210 feet per second. The shield for the mounting has a swinging roof which gives a large field of vision when open, and is very quickly closed for action. The description of the remainder of this mounting is the same as the 4in.

3pdr. 47 m/m Hotchkiss Q.F. Gun and Mounting,—The calibre of this gun is 1.85, and the total weight is 506lbs. The breech closing arrangement is a square wedge block having an up and down motion in an opening provided for it in the gun; the breech block is actuated by means of a lever on the right side of the gun, and the gun is fired by percussion only, by means of a pistol grip and trigger underneath. A shoulder piece with a buffer of rubber tubing is provided, by means of which the gun can be swung into any position immediately and fixed there by clamps. The gun rests in trunnion bearings, to which are secured the recoil cylinder and running out springs; a shield of steel plate for protection against bullets is secured to the front of the mounting.

6.5 m/m (0.256) Rifle Calibre Hotchkiss Automatic Gun and Tripod Mounting.—The principle underlying the construction of this gun is the utilisation of a portion of the powder gas by tapping the gun near the muzzle. By means of the gas acting on a plunger, after the first shot has been fired by hand, the various operations of the breech mechanism, feeding action, firing, and extraction of empty cases are performed automatically, but under complete control of the gunner. A varying rate of fire from 100 to 600 rounds per minute can be maintained as long as cartridges are fed in, the cartridges being carried in flat brass feed strips, or in a belt. The gun is fitted with a shoulder piece and with a pistol grip and trigger for controlling the fire. Aiming and firing are therefore carried out with the same facility as when firing a rifle. The gun consists of but 31 parts; there are no screws or small pins, and only four springs in all. A distinctive provision against overheating the barrel is made by the radiator, which is shrunk on to the barrel over and in front of the chamber. The gun in this case is mounted on a tripod stand with a seat for the gunner. For transport, both gun and mounting pack away into extremely small space, and being so very light make an easily portable load.

Ammunition for Ordnance.—On the table where our shell exhibits, etc., stand, will be found types of every kind of ammunition used in warfare, both obsolete and otherwise, from the 16.25 shell for the 110-ton B.L. gun down to the small Hotchkiss Q.F. ammunition. The stands on which each is placed explain their natur



ON BOARD THE CRUISER. EMPRESS HALL.

"Major Navel" Electric Ballistique Instrument. — This type of instrument is now obsolete, having been superseded by the chronograph. It is, however, interesting as being typical of the first class of ballistic instruments that were used. This instrument is a ballistic pendulum, and was used for finding the striking energy of a projectile. The projectile strikes a pendulum suspended from the instrument, driving it back through a certain arc, which is marked by a pointer on a graduated scale, and by means of which the result can be read off.

Model of Elswick Torpedo Dropping Gear.—This gear is used for launching a torpedo, by dropping it from a vedette boat into the sea, at the same time starting the propelling mechanism by means of a tripper engaging a lever. The torpedo is held by a pair of tongs, which, with the guides and actuating mechanism, are carried by two davits. When housed, the torpedo is swung inboard by means of tackle attached to the davits. On launching the torpedo, the tackle is released, and the davits swung outboard and are held by a catch. The actuating lever is then pulled over, thus releasing the torpedo and starting the mechanism.

18in. Elswick Submerged Torpedo Tube.—This tube fires an 18in. torpedo, and consists of an outer and an inner tube, both of which are fitted with doors. The impulse is obtained either by compressed air or cordite. On firing, the inner tube carrying the torpedo is moved bodily forward. When it has travelled a certain distance, the torpedo itself begins to move. The engines of the torpedo are automatically started by a tripper as it moves along the inner tube, and the torpedo runs along guides in this and the spoon which is a prolongation of the inner tube. The spoon projects out from the ship's side, and its length is such that when the torpedo runs out of the guides its tail is clear of the ship. Deflection of direction due to the speed of the ship through the water is thus prevented.

Railway Ferry Steamer "Saratovskaia Pereprava."—The river Volga, across which the ferry is to ply, is very swift, and the difference between the extreme levels of midsummer and spring is no less than 45 feet. The embarking and disembarking of rolling stock, of course, becomes a question of considerable difficulty, and when to this is coupled the fact that unbroken communication has to be maintained between the two sides of the river, although ice of 2 feet in thickness is in winter rather the rule than the exception, the problem assumes rather serious proportions.

The locks of the Marinsky Canal system, through which all vessels bound for the Volga must pass, are of such dimensions as to make it necessary to divide both the ice-breaker and the ferry steamer—the former into two and the latter into four parts. This has been arranged on Swan's patent system, which allows the division and subsequent re-union to be effected while the vessel is afloat.

The principal dimensions of the ferry steamer are:—

Length	252ft. 0in.
Breadth	55ft. 6in.
Depth	14ft. 6in.

Four lines of rails are laid which converge at the fore end into two, and sufficient space is provided on the rails for 24 trunks. The difficulty presented by the enormous difference in the river level has been overcome by an arrangement of hoists, actuated by hydraulic cylinders. This structure is placed at the bow of the vessel, and is so designed that two trucks can be lifted at once. The cradles, two in number, are flush with the deck when in the lowest position; the trucks are hauled on to them by means of an hydraulic capstan, and can be lifted to an height of 25 feet.

The landing stages on both sides of the river are of wood, and have lines of rails at two stages, so that with the range of 25 feet given by the hoist, the difficulty of the 45 feet change of level is entirely overcome.

Icebreaking Steamer "Saratovski Ledokol." — This, though a small vessel, presents many points of interest. She was designed for service on the river Volga, where her duty is to prepare a way across so as to allow the ferry steamer "Saratovskaia Pereprava" to carry her load of railway rolling stock from one side of the river to the other.

Her dimensions are:—

Length	147ft. 0in.
Breadth	37ft. 6in.
Depth	16ft. 6in.

The machinery is of the compound type, twin screw, working at a pressure of 100lbs. The boilers are constructed so that oil may be used instead of coal. The propellers are of manganese bronze, blades and boss cast in one piece, and have proved themselves most satisfactory from the point of view of strength and efficiency, two qualities which are difficult to combine in the propeller of an ice-breaker, where the latter has generally to be sacrificed for the sake of the former. The Volga service is, as has been said, not considered severe, but the vessel has, on several occasions, been called upon to face pack ice of over 3 feet in thickness, and has successfully negotiated it.

Train Ferry Steamer "Baikal." — The "Baikal" is a train ferry steamer which was designed and built for the purpose of carrying the trains of the Siberian Railroad across Lake Baikal. She has to maintain communication between the two sides of the lake in all weathers, summer and winter, and has so far proved very successful. The vessel was built on the Tyne, taken to pieces, and sent out to Listvenitchnaia on Lake Baikal, where she was re-erected, launched, and put to work.

The principal dimensions of the vessel are:—

Length over all	290ft. 0in.
Length on water line	280ft. 0in.
Breadth	57ft. 0in.
Depth to the upper deck	28ft. 6in.
Depth to the top of train shelter	56ft. 7in.

She is fitted with three sets of engines, two aft and one forward. Cylinders 19½in., 31in., 51in. by 36in., 160lbs. steam pressure, supplied by fifteen boilers, 10ft. 9in. diameter by 9ft. long. The collective horse power is 3,750 to 4,000.

Owing to the difficulties of transport, the greatest weight was not to exceed 20 tons, and the dimensions of the boilers had to be reduced so that the weight should come within this limit. When the material was taken out to Listvenitchnaia the nearest point to which the railway came was some 150 miles distant, and the whole of the material had to be carried on sledges for this distance.

The "Baikal" has so far maintained communication between the two sides of the Lake, and has had in doing so to pass through ice 36 inches in thickness.

Icebreaking Steamer "Ermack."—The "Ermack" was designed for the Russian Government with a view of keeping open the Baltic and making Cronstadt and even St. Petersburg, open ports in winter while in summer she was intended to be used for any exploration amongst the Northern latitudes where heavy ice might be encountered.

Her principal dimensions are:—

Length over all	320ft. 0in.
Breadth	71ft. 0in.
Depth	42ft. 6in.

She is fitted with three sets of triple expansion machinery, having cylinders 25in., 39in., 64in. by 42in., working at a pressure of 160lbs. The boilers are six in number, 15 feet diameter by 20 feet long, working under forced draught. The machinery will develop about 10,000 horse power.

She has been successful in saving about 200 vessels of an aggregate value of about £2,000,000, exclusive of the Russian Coast Defence armourclad "General Admiral Apraxine," which ran ashore on the Island of Hogland in the Baltic, in the winter of 1899-1900, just as the ice set in, and entirely prevented the maintainance of any communication between the ship and the mainland. No other vessel but the "Ermack" could have rendered any efficient service under these conditions.

Model of Steel Screw Passenger Steamers "Yamashiro Maru" and "Omi Maru," built in 1884 for the Union Steamship Company of Japan.

The dimensions are:—

Length between perpendiculars ...	300ft. 0in.
Breadth extreme	37ft. 3in.
Depth moulded	30ft. 0in.

Gross tonnage, 2,490.

Steel Passenger Tug "Maria," built in 1896 for Messrs. Kunst and Albers, for work on the river Amur.

The dimensions are:—

Length over all	...	...	...	173ft.	0in.
Breadth extreme	...	...	...	24ft.	6in.
Depth moulded	...	...	...	7ft.	0in.

Model of Steel Screw Petroleum Vessel, showing method of carrying and dealing with the liquid cargoes.

The dimensions are:—

Length over all	...	...	...	335ft.	0in.
Breadth extreme	...	...	...	45ft.	0in.
Depth moulded	...	...	...	29ft.	6in.

Twin Screw Passenger and Cargo Steamer, 435ft. by 51ft., 6ft. by 38ft. 6in. She has accommodation for 120 first-class passengers, and the space under the shelter deck and in the 'tween decks below is available for third-class passengers, or troops.

The machinery is of the twin screw triple expansion type, of sufficient power to develop a speed of 14½ knots.

"Koranna."—First-class Cargo Steamer, 361ft. by 52ft. by 26ft. Carries a total dead weight of about 6,800 tons on 23ft. draught. She has specially large capacity for cargo, and is fitted with single screw triple expansion engines capable of propelling her at a speed of 10 knots.

H.M.S. "Swiftsure."—First-class Battleship, built in 1904 by Sir W. G. Armstrong, Whitworth, and Co., Ltd., at Elswick Shipyard, to the order of the Chilian Government. She was purchased just before her completion by the British Government. Her length over all is 475ft. 3ins. Displacement 11,800 tons. Speed 20 knots. She carries an armament of:—Four 10in. B.L. guns, fourteen 7.5in. Q.F. guns, fourteen 14pdr. Q.F. guns, two 12pdr. Q.F. guns, four 6pdr. Q.F. guns, four 1¼in. Q.F. guns, four Maxim guns, two torpedo tubes.

Imperial Japanese Battleship "Hatsuse."—Built in 1904 at Elswick Shipyard by Sir W. G. Armstrong, Whitworth, and Co., Ltd., to the order of the Imperial Japanese Government. Length over all 440 feet. Length between perpendiculars 400 feet. Displacement about 15,000 tons. Speed 19¼ knots. This vessel is heavily armoured, and carries an armament of:—Four 12in. B.L. guns, fourteen 6in. Q.F. guns, twenty 12pdr. Q.F. guns, eight 3pdr. Q.F. guns, four 2½pdr. Q.F. guns, four torpedo tubes.

Chilian Cruiser "Blanco Encalada."—This vessel was built in 1894 to the order of the Chilian Government. She may be described as a first-class sheathed protected cruiser. Length between perpendiculars 370 feet. Displacement about 4,570 tons. Speed 22¾ knots. She carries an armament of:—Two 8in. B.L. guns, ten 6in. Q.F. guns, twelve 3pdr. Q.F. guns, ten 1pdr. Q.F. guns, two Gatling guns, five torpedo tubes.

Imperial Japanese Gunboat "Tatsuta."—This vessel was built in 1894 to the order of the Imperial Japanese Government. Length between perpendiculars 240 feet. Displacement 920 tons. Speed 21 knots. She carries an armament of:—Two 4.7in. Q.F. guns, four 3pdr. Q.F. guns, five torpedo tubes.

H.M.S. "Pactolus."—Third-class cruiser, built in 1898 to the order of the British Government. Length between perpendiculars 300 feet. Displacement 2,180 tons. Speed 20½ knots. She carries an armament of:—Eight 4in. Q.F. guns, eight 3pdr. Q.F. guns, three Maxim guns, two torpedo tubes.

H.M.S. "Swordfish."—Torpedo Boat Destroyer, built in 1896 to the order of the British Government. Length between perpendiculars 200 feet. This vessel belongs to the 27 knot class of torpedo boat destroyers, but on her trial she attained a speed somewhat in excess of 27 knots. She carries an armament of:—One 12pdr. Q.F. gun, five 6pdr. Q.F. guns, two torpedo tubes.

Twin Screw Yacht "Erthogroal."—This vessel was built in 1904 to the order of His Imperial Majesty the Sultan of Turkey. Her beautiful lines and general appearance make her one of the most picturesque yachts afloat. The Royal apartments on board the vessel are luxuriously furnished. Length over all 300 feet. Displacement about 900 tons. Speed 20 knots. She carries an armament of eight 3pdr. Q.F. guns.

4 **Great Grimsby Coal, Salt, and Tanning Co., Ltd., Fish Docks, Grimsby.**

Fishing lines and gear, norsels and crab-pot twine, Manila trawl twine, fishing vessels' lights, fishermen's clothing and sea and sewer boots.

Steam trawling winch, bollards, angular fairleads, etc.

85 **Saunders' Patent Launch Building Syndicate, Ltd., Solent Works, Cowes, I. of W.**

A 40ft. motor-launch. Pair of compound steam-engines. Pair of high-pressure engines. Sundry boat fittings and photographs.

86 **London & South Western Railway, Waterloo Station, London, S.E.**

Model of Southampton Docks.

Models of ss. "Alberta" and "Vera."

Imperial Court.

In the oval promenade are the weightier displays of maritime engines and machinery. Boilers and engines are represented by Messrs. Davey, Paxman and Co., Babcock, Wilcox, Crossley Bros., Ltd., and the Stirling Boiler Co. The Linde British Refrigerating Co. have a working exhibit, as also have Messrs. Siebe, Gorman & Co. of cold storage plant. Electrical turbines are worked by Messrs. Greenwood and Batley, Ltd., and practical water distilling by Normandy's Patent Aerated Fresh Water Co., Ltd.

1 **M. C. Soulal, 10, High Street, Kensington, W.**

Artistic jewellery.

2 **The Linde British Refrigeration Co., Ltd., 35, Queen Victoria Street, E.C.**

An electrically driven marine type carbonic acid refrigerating and ice-making plant, on the Linde system. A steam driven marine type carbonic acid refrigerating and ice-making plant on the Linde system. Working on cold storage rooms and ice-making tank.

3 **Messrs. Davey, Paxman & Co., Ltd., 78, Queen Victoria Street, E.C., and Colchester.**

A 19 brake h.p. "Paxman" patent gas engine, coupled to a "Paxman" suction gas apparatus. Engine fitted with the "Paxman" patent electric ignition apparatus. A 2 brake h.p. "Paxman" gas engine, for town gas. A 4 brake h.p. "Paxman" gas engine for town gas. An 8 brake h.p. "Paxman" gas engine, for town gas. A 20 brake h.p. "Paxman" oil engine, fitted with the "Paxman" patent magneto ignition apparatus. A 6 nominal h.p. "Essex" patent vertical tubular boiler. An 8 nominal h.p. Paxman's improved single cylinder portable engine.

4 **Hobdell, Way & Co., Ltd., 63, Crutched Friars, E.C.**

Engineers' tools and fittings, safety and other valves, steam traps, magnesia sectional covering for pipes, boilers, etc., asbestos packings, sheetings, etc., "Dwite" and "Hobwaylite" sheet packing, beltings, etc.

5 **The Pulsometer Engineering Co., Ltd., Nine Elms Iron Works, Reading.**

Steam sirens, pulsometer steam pumps, vertical "Karoome" steam feed pumps, motor driven centrifugal pumps, horizontal direct acting steam pump, diving dress and helmet.

Motor driven, petrol driven and hand driven ice-making machines.

6 **Babcock & Wilcox, Ltd., 30, Farringdon Street, E.C.**

Marine type patent water-tube boiler (600 h.p.), as fitted in the mercantile marine. Silent gravity bucket conveyor (in motion), for handling coal, coke, ashes, ores, macadam, etc. Model of land-type bolier, fitted with steam superheater. Model of mechanical chain grate stoker. Model of water softener and feed water heater. Turbine tube cleaners for removing incrustation. A collection of wrought steel steam pipes; wrought steel headers and fittings. A collection of photographs of boiler plants and diagrams of boilers.

7 **Ratner Safe Co., Ltd., 51, Moorgate Street, E.C.**

Ratner patent twelve-corner bent steel safes of various qualities, safes for the preservation of articles against fire, and for resisting both fire and burglary. Safes specially designed and fitted for the custody of jewellery, silver and other plate. Strong room doors, for fire resisting rooms, for plate chests, for bankers, and for the secure custody of valuables of every description. Examples of safe deposit construction of all kinds and fittings. Iron doors, for use in party walls.

Locks of different kinds, both key and keyless locks, wooden and other stands of various patterns.

Examples and models of grille work. Cash, deed and paper boxes.

8 **The Shannon, Ltd., 13, Ropemaker Street, E.C.**

Fire resisting and other fittings and furniture for offices and cabins on board ships, etc.

9 **Gale & Polden, Ltd., 2, Amen Corner, E.C.**

Publications. Postcards.

10 **Jno. J. Thornycroft & Co., Ltd., Hogarth Lane Chiswick, W.**

A Thornycroft motor-boat.

Parts of boilers.

A marine motor engine, etc., etc.

A model in wood of the Thornycroft-Marshall boiler.

11 **Wallace Jones, 9, Auriol Road, West Kensington.**

Models of torpedo boats, submarines, guns, sailors, etc.

12 **Maynards, Ltd., 1, High Street, Stoke Newington.**

Toffee makers, confectionery.

13 **C. E. Heinke & Co., 87, Grange Road, Bermondsey.**

Diving apparatus. Trophy of pearl shells, and articles made therefrom. Relics of salvage operations and sundry deep sea specimens.

14 **The Improved Yacht and Garden Chair Co., 203, Tottenham Court Road, W.**

Yacht furniture.

15 **The New Zealand Shipping Co., Ltd., 132, Leadenhall Street, E.C.**

Full-sized specimen of a first saloon cabin. A type of funnel of the Company's steamers. Section model, showing the system of refrigeration and carriage of frozen meat and other produce; also showing the system of discharging same with a patent elevator.

16 **Normandy's Patent Marine Aerated Fresh Water Co., Ltd., Normandy St., Victoria Dock Road.**

Distilling machinery for converting sea water into fresh.

Exhibit No. 1.—A small double-distilling set of machinery, complete, for producing 150 gallons of drinking water per day. The water is produced cold, well aerated and of best quality for drinking. The apparatus is shown at work.

This small apparatus is suitable for a yacht or small steam ship, and is worked from the steam from the ship's boiler. It is also suited for working on land, when (as now exhibited), it is supplied with steam from a small boiler, in the present instance conveniently heated by gas. In either case the working is automatic, so that the production is always steady when the apparatus is practically left to itself to work.

Exhibit No. 2.—A larger set of double-distilling machinery (at rest), suitable for H.M. ships and the mercantile marine. This apparatus is capable of producing 150 gallons per hour of fresh water, which can be used for drinking, or for boiler feeding. This apparatus also works automatically.

Exhibit No. 3.—A drawing, showing a large treble-distilling apparatus, for producing large quantities of fresh water from sea water. This type of apparatus works with the greatest economy of fuel, and over 25 tons of water (5,600 gallons) are obtained per ton of coal.

21 **Siebe, Gorman & Co., Ltd., 187, Westminster Bridge Road.**

Cooling machine and cold air chamber, the machine being worked by a Crossley gas engine.

22 **The Stirling Boiler Co., Ltd., 25, Victoria Street, Westminster, S.W.**

A marine type Stirling boiler, for light draught steamer.
Models of marine and land type Stirling boilers. Photographs of boilers and boiler plants. Diagrams of Stirling boiler.

23 **Messrs. Storey & Co., High Street, Kensington.**

Two decorated interiors, one of which is a reproduction of the room in Walmer Castle where Lord Nelson received instructions for the battle of Trafalgar.

25 **Greenwood & Batley, Ltd., Albion Works, Leeds. London Office, 16, Gt. George Street, Westminster.**

A 30 h.p. De Laval steam turbine.
Dynamo No. G284, type F.D.—200 complete.
A 3 h.p. electric motor pump, No. G350. Type 3 M.P. 4.
An 18in. torpedo.
A portable electric motor drill.

26 **Spink & Son, Ltd., Piccadilly, W.**

Medals, badges, charms, brooches and pendants, commemorative of Nelson and the Royal Navy, patent time recorders, patent riband albums. Machinery in motion for striking medals. Dies, models and reductions of medals.

27 **Crossley Bros., Ltd., 10, St. Bride Street, E.C. Works: Openshaw, Manchester.**

Crossley's gas engines, combined with dynamos for lighting. Crossley's gas plants. Crossley's oil engines. (In motion).

28 **Rock Bros., 29, Perham Road, West Kensington.**

Olive oil and jewellery.

29 **Wallace Jones, 9, Auriol Road, West Kensington.**

Models of torpedo boats, submarines, guns, sailors, etc.

Royal Galleries.

Mrs. A. McRae, 2, Harwood Mansions, Waltham Green.

Jewellery.

Rock Bros., 29, Perham Road, West Kensington.

Jewellery.

Fishing Village.

YACHTING SECTION.

Edwin Pierce, 25, London Lane, Hackney, London.

Model of Paddle Yacht "Izzeddin." Length 250 feet, beam 29 feet 6 inch; draught 12 feet; feathering motion to floats; scale, $\frac{5}{16}$ inch to 1 foot. Hull built of oak and ash, deck fittings, mahogany inlaid with satin wood. Built by E. Pierce, Hackney.

Montagu S. Shilleto, 15, Betteridge Road, Fulham, S.W.

Model of Full-rigged Clipper 3-masted Ship at Anchor with tug boat ahead and pilot boat astern.

Model of Full-rigged Clipper 3-masted Ship under full sail, with tug boat and yacht.

Model of Full-rigged Clipper 3 masted Ship under full sail.

Smith's Dock Co., Ltd., Shipbuilding Yard, North Shields.

Model of Steel Screw Steam Trawler with all fishing appliances for hauling on board.

South and South-West Coast Steam Trawling and Fishing Syndicate, 156, Stamford Street, S.E.

Models, Samples and Plans of Improved Apparatus used in sea fishing and in navigation, life-saving and medical apparatus, provisions for ships.

Sanitary arrangements for ships.

John Gretton, Stapleford Park, Melton Mowbray.

Model "Hector," designed by W. Fife, jun., built 1895, fast cruiser for handicap class, 60 rating, afterwards 74·3 rating. Model "Lais," designed by W. Fife, jun., built 1893, 40 rating racing yacht. Model "Betty," cruiser, designed by late Arthur Payne, built 1897, 92 tons. Model "Eldred," now "Mildred," 52 feet L.R., built 1898, designed by late Arthur Payne. Model "Emerald," 36 feet L.R., designed by late Arthur Payne. Model "Doreen," lugger, 10 rating. Model "Thetis." Model "Eville Court," designed by A. Mylone, built in 1903.

Day, Summers & Co., Ltd., Engineers and Shipbuilders, Northam Iron Works, Southampton.

Models of Steam Yacht "Ulna," 123 tons, B.M. Length 100 feet, breadth 16 feet 6 inches, depth 10 feet 6 inches; machinery 210 I.H.P., speed $10\frac{1}{4}$ knots.

Steam Yacht "Vanessa," 255 tons, B.M. Length 137 feet 6 inches, breadth 19 feet 6 inches, depth 13 feet; machinery 470 I.H.P., speed $11\frac{1}{2}$ knots.

S.Y. "Joyeuse," 340 tons, B.M. Length 145 feet, breadth 22 feet, depth 14 feet; machinery 540 I.H.P., speed $12\frac{1}{4}$ knots.

S.Y. "Sunflower," 295 tons, B.M. Length 138 feet, breadth 21 feet, depth 12 feet 3 inches; machinery 560 I.H.P., speed $13\frac{1}{4}$ knots.

P.S. "Duchess of Kent," 645 tons B.M. Length 195 feet, breadth 26 feet, depth 9 feet 6 inches; machinery 1,200 I.H.P., speed 14½ knots.
T.S.T. "Hector," 382 tons, B.M. Length 130 feet, breadth 25 feet, depth 12 feet 6 inches; machinery 1,250 I.H.P., speed 11¾ knots.

Gill & Sons, Rochester, Kent.

Models of Sailing Barges, of Barge Yacht "Cawana," built 1904, and of Sailing Barge "Thelma," winner of challenge cups and first prize in Thames and Medway, 1901.

Stephen Bishop, 29, Fernbank Road, Redland, Bristol.

Model Yacht, cutter rig, for model yacht racing, designed and built by S. Bishop, Redland, Bristol.

Geo. Pontin, The Chalet, Shirley, Southampton.

Oil Paintings of—
1. The American Schooner Yacht "Ingomar" racing at Cowes, 1904.
2. Mrs. Goelet's American Steam Yacht "Nahma" off Southampton.
3. Arrival of Lord Brassey's Yacht "Sunbeam" in Hobson's Bay, Australia, from England, Oct. 25th, 1895, from the large picture in Lord Brassey's collection.

Walter Pontin, 55, Millbrook Road, Southampton.

American Schooner Model Racing Yacht "Sibbie." Carvel-built, by Walter Pontin, 1904. The fastest schooner in the Southampton Model Yacht Club.

Wm. Kirk & Sons, Cowes, Isle of Wight.

Two framed enlargements of Yachts, one Turbine Steam Yacht "Lorena," and one "Shamrock III."

Walter Withall, 18, Bedford Row, W.C.

Model completely rigged of Wm. Cory & Sons' "Giraldo." Designer and Builder, J. R. Pijser.

Capt. J. F. Laycock, D.S.O., Wiseton Bawtry, R.S.O., Yorkshire.

Model of the Auxiliary Yacht "Valhalla."

Howietoun Fishery Co., Stirling, N.B.

Photographs of the Fishery,

John Reid & Co., Ltd., Whiteinch, Glasgow.

Models of "Boreas," "Merle," "Florence," "Cala-Mara," "Zaza," "Rionnag-na-Mara," "Coryphee," "Sayonara." Model of first paddle steamer "Comet."

The Royal Humane Society, 4, Trafalgar Square.

Model of cork life buoy, cork life-belt, bar drag, rope drag, pole drag, folding ice ladder, iceman's hand ladder, case with Society's medals.

Tankerville Chamberlayne, Esq., M.P., Cranbury Park, Winchester.

Model of Cutter Yacht "Arrow." For many years the fastest yacht afloat, winner of the Queen's Cup in 1852 when she defeated the famous "America." The only English Yacht which ever took a prize from the "America" and was never beaten by her.

MacKenzie & Co., 17, Douglas Street, Glasgow.

Model of steam lifeboat "Lady Freemantle." Built by Messrs. G. Samuel White and Co., Ltd., East Cowes, Isle of Wight.

Models made and exhibited by Mackenzie and Co., 17, Douglas Street, Glasgow.

Cox & Co., Iron Works, Falmouth.

Carbon Photographs of small vessels and machinery built by Cox & Co, Falmouth.

John D. Hamlyn, 221, St. George's Street, East.

Native Cameroon canoe, German West Africa. These canoes are only found on the Cameroon coast.

The Corporation of Lloyd's, E.C.

(Lent by the kind permission of).

List of signal stations, Lloyd's Burgee, Lloyd's ensign, Lloyd's boat flag, model of a Lloyd's signal station, photograph of Old Head of Kinsale signal station, photograph of Dover signal station, photograph of Southend signal station, Lloyd's silver medal for saving life, Lloyd's medal for meritorious service, Lloyd's bronze medal for saving life, Olde's and Lloyd's list, 1745, policy on Royal Charter 1857, Old bill of lading Bilboa, 1725, Lloyd's policy on life of Napoleon Bonaparte, 1813, and old policy, dated 1708. Filed copy of Lloyd's List (as at present published) in comparison with the old forms shown. Filed copy of Lloyd's weekly shipping index. Lloyd's calendar. Old slave policy. Old Argo bill of lading, 1797. Old etching of a Member of the Corporation, 1820. Old bill of lading, 1737. The destruction of the Royal Exchange, 1838. Portrait of Thomas Taylor, twenty-two years master of Lloyd's Coffee House, died 1796.

Crown Agent for the Colonies.

A collection of sponges from the Island of Cyprus.

H. Symonds & Co., 39, High Street, Portsmouth.

Photographs of H.M.S. and yachts.

Hearder & Son, 195, Union Street, Plymouth.

A collection of fishing nets, traps, lobster pots and other contrivances used in fishing. Harpoon, etc.

S. A. S. le Prince Albert 1er de Monaco.

Collection of books by S.A.S. Prince de Monaco, on deep-sea maps and charts.

R. Anderson, Queen Square.

Model of Ferry.

Lent by the Dublin Museum.

Model of Curach, Sheephaven, Donegal.
Model of Kinsale Hooker.
Model of Galway Hooker.
Model of Cork Yawl.
Model of Trawler.
Model of Dublin Herring Boat.
Model of Donegal Curach.
Model of Donegal Curach.

Chas. MacIver, Beechfield, Heswall, Cheshire.

Models of yachts "Avalon" and "Barabel."

Lithographs of H.M.S. "Duke of Wellington," 131 guns, by T. G. Dutton. H.M.S. "Marlborough," 131 guns, by T. G. Dutton. H.M.S. "Marlborough," 131 guns, by the Rev. H. J. Vernon. "Ariel" and "Taeping," off the Lizard in the great China tea race, in 1866, by T. G. Dutton. "Kestrel" yacht, Lord Yarborough. "Dolphin" schooner yacht, by N. M. Condy. "Cambria" in mid-ocean, by T. G. Dutton. "Cambria," winning Anglo-American race at Cowes, 1868, by T. G. Dutton. "Mosquito," cutter yacht, by T. G. Dutton. "Alfred," East Indiaman, by T. G. Dutton. "Marlborough," 1450 tons, East Indiaman, by T. G. Dutton. "Blenheim," 1,400 tons, East Indiaman, by T. G. Dutton.

Incorporated Soldiers and Sailors Help Society, 122, Brompton Road, S.W.

Basket work of all kinds and small folding tables and wooden articles made by sailors who are so disabled owing to their service as to render them unfit for ordinary employment. President of the Society—H.R.H. Princess Christian of Schleswig-Holstein.

Newfoundland Government Fishing Section.

The Earl of Denbigh's Fish Hatcheries, Holywell, North Wales, under the direction of Mr. J. B. Feilding, F.L.S., F.Z.S., &c.

The exhibit from this extensive salmon and trout breeding establishment consists chiefly of a model breeding and rearing plant for these particular fish. The model is reduced to two-thirds of the natural size. The hatching-trough as shown is capable to "ayeing" hatching and feeding 10,000 ova and alevins, while the two fry ponds are capable of dealing with 5,000 fish each up to the month of July, when it is usual to thin at least a third of them out into other ponds. In October these fish are still further thinned out and sorted to size.

The square pond is a pond specially constructed for 2 year old fish. It will be noted that there are three inflows on one side, and if the fishery were complete there would be other inflows on the other side, thus causing the fish to be distributed well over the pond.

The fish are fed under ordinary circumstances with a specially compounded food prepared at the establishment known as "Piscic Fish Meal," which is highly digestible, leaving little or no waste to putrify on the bottoms of the ponds.

Other exhibits will consist of fish breeding apparatus of every description which the fish culturist in charge will be glad to explain fully on being asked.

The Earl of Denbigh's Fish Breeding Establishments are some of the largest in Europe, and certainly the most up-to-date, and turn out every requirement of the river, lake, or aquarium owner—Salmon and Trout of most Atlantic and Pacific species, Chinese and Japanese Gold-fish, Fan-tails, Telescope fish, &c., Fish Breeding apparatus, Fish Foods, Plants for the Water Garden, making in Water Lilies, Japanese Irises. Callers, &c.

Should anyone wish for scientific advice on, and investigation of, pollutions, sporting values, &c., such can be obtained on application either to Mr. J. B. Feilding, Upper Downing, Holywell, or the Manager of the Fisheries, Holywell, North Wales.

Lent by the Commissioners of Irish Lights.

Models of Lightships "Comet" and "Fulmar." Built by John Reid and Co., Ltd., Whiteinch, Glasgow.

M. Criscuolo & Co., 19, Cross Street, Hatton Garden, E.C.

Coral, Tortoiseshell, couch shell and mother-of-pearl goods, raw, polished, and mounted into jewellery.

Aquarium tank, filled with water and containing rocks, coral, shells, fish, etc., and a boat fully manned in the act of fishing for coral.

Royal National Lifeboat Institution, 20 & 22 Charing Cross Road, W.C.

Full size Lifeboat.

Siebe, Gorman & Co., 187, Westminster Bridge Road.

Huge steel tank, filled with water, wherein divers can be seen at work. Free admission.

Elysia.

Royal National Mission to Deep Sea Fishermen, 181, Queen Victoria Street, E C.

Rigged model of a fishing smack, showing deck fittings, trawl net, capstan, etc.

Also below deck, crews' cabin and hospital and dispensary as they exist on board the hospital ships of the Royal National Mission to Deep Sea Fishermen.

Western Arcade.

1 **Mrs. Holmes, 45, Minford Gardens, West Kensington Park, W.**

Toys, china, and jewellery.

2 & 3 **The Nugget Polish Co., Ltd., Kennington Oval, S.E.**

The Nugget black and brown waterproof boot polishes, black, brown and white boot creams, black and brown harness polish, furniture polish and cycle enamel polish.

4 **M. & E. Marx, 106, Walworth Road, S.E.**

Rubber stamps, stencil plates, embossing press, and marking ink. Visiting cards printed. Metal monograms.

5 **H. & W. Fainlight, 50, Seddlescombe Road, West Brompton, S.W.**

Electrical engraving machine. White metal goods for engraving. Fancy goods.

6 **H. & W. Fainlight, 50, Seddlescombe Road, West Brompton, S.W.**

Gold wire jewellery and fancy jewellery.

7 **Robinson and Leadbetter, Royal Parian Works, Stoke-on-Trent.**

Porcelain and Statuary.

8 **Michael Drucquer, 1, Station Buildings, Walham Green, W.**

Fancy jewellery. Fancy goods (cigar and cigarette cases).

9 **Mrs. Otway, 27, St. George's Mansions, Red Lion Square.**

Handkerchiefs with embroidery machine. Gloves and hosiery.

10 **Phillips' Patents, Ltd., 142, 144 and 146, Old Street, E.C.**

India rubber tips for boot heels and leather pieces for fitting same. India rubber pads with metal accessories. Specimen boots and shoes, and specimen heels fitted with india rubber tips or pads.

11 **Chas. Fainlight, 44, Northcote Road, Clapham Junction.**

Electrical engraving. Gold wire and fancy jewellery.

12 **L. Kopa & Co., 38, Quill Lane, Putney, S.W.**

Kopa's food—a most nourishing and delicious food for persons of all ages.

13 **J. Pickering, Woodside, Crown Hill, Norwood.**

Electro-plating and jewellery.

14 **L. E. Gribbin, 45, Thurston Road, Anfield, Liverpool.**

Jewellery.

15 **Morris Bros., 60, Sinclair Road, West Kensington.**
Jewellery and house telephones. Pocket electric lamps.

16 **The British Automatic Photographic Co., Ltd., 26, Ayr Street Hill, E.C.**
Exhibit of photoscope machines.

17 **Chas. Fainlight, 44, Northcote Road, Clapham Junction.**
Rolled gold wire and fancy jewellery.

20 **Ed. Hesse, 15, Milton Mansions, Queen's Club Gardens, West Kensington.**
Sheet music.

21 22 23 **Cursetji & Cooverji, 14, Brompton Road, S.W.**
Oriental art ware.

24 **Hulme Bros., 26, Leyland Avenue, Southport**
Aluminium goods.

25 **Professor Tom Riley.**
The leading society tattoo artist. Under Royal patronage. Crests, coats of arms or any design artistically tattooed in any colour Permanent studio, 432, Strand, W.C.

26 & 27 **Chas. Fainlight, 44, Northcote Road, Clapham Junction.**
Electrical engraving. Gold wire and fancy jewellery.

28 **Mrs. Dyer, 2, Zenobia Mansions, Queen's Club Gardens, S.W.**
Palmistry and character reading by the "Soliris Crosses."

29 **Litsica Marx & Co., 174, High Holborn.**
Tobaccos, cigars, cigarettes and smokers' requisites.

30 **Chas. P. Ingham, 48, Priory Road, Bedford Park, W.**
Shadow portraits.

31 **Madame de Para, 48, Priory Road, Bedford Park, W.**
Character reading from the hand and orthomorphology.

32 **The Auto-Electric Targets Co., 105, Shaftesbury Avenue.**
Electric rifles.

33 **West India Trading Co., 6, Challoner Mansions, West Kensington.**
West India curios, baskets, bags.

35 **M. Stephenson, 27, Langthorne Street, Fulham Palace Rd.**
Jewellery, fancy goods, olive wood articles.

39 **J. Lief, 299, Mile End Road, E.**
Gyroscopes and mechanical toys.

42 **A. Montini, 3, Via Ferdinando Galiani, Naples.**

Coral, shell-cameo, lava, mosaics, filigree, tortoise-shell, Venetian pearls, hard stones and silver ornaments.

43 **L. E. Gribben, 45, Thurston Road, Anfield, Liverpool.**

Electro Plate.

44 **Reginald Byard B. Clayton, 88, Bishopsgate Street Within, E.C.**

Byard's eucalyptus citriodora oil: its products and accessories such as tree seeds, ointments, inhalers, dentifrices. Also the effects of radium on Byard's oil.

45 **Theo. Frackai, Leidschekade 87, Amsterdam.**

Portrait sketching in crayon and colour.

46 **Percy Vimpany, 75, Holloway Road, N.**

Jewellery and fancy goods.

47 **P. Diaz Joseph, 2, Perham Road, West Kensington.**

"Diaz's Hair Restorer." Diaz's "Three Stars Linoleum Cleaner."

48 **Harold S. Walker, 39, Crookham Road, Fulham, S.W**

Jewellery and fancy goods.

49 **Spiers & Pond, Ltd., 140, Battersea Park Road, S.W.**

A working exhibit of non-inflammable dry cleaning and dyeing, with case of articles which have been so treated.

50 & 51 **The Erasmic Co., Ltd., Bank Quay, Warrington.**

Toilet soap, perfume, face powder, and toilet requisites.

52 & 53 **Mrs. M. Mizrahi, 3a, Tamworth Street, S.W.**

Jewellery and laces.

55 **A. McRae, 2, Harwood Mansions, Walham Green, S.W.**

Jewellery and lace.

56 **Cumberland Pencil Co., Keswick.**

A working exhibit making black lead pencils and penholders.

A **Z. Tahan, 3, Castletown Road, West Kensington**

Oriental carpets, furniture, embroidery, and olive wood. Jewellery.

B **Bewlay & Co., Ltd., 49, Strand, W.C.**

Flor de Dindigul cigars, tobacco, pipes and cigarettes.

OFFICIAL GUIDE

TO THE

Naval, Shipping & Fisheries Exhibition, 1905.

The Western Exit from Earl's Court Station on the District Railway brings the visitor direct into the popular entrance of the Exhibition in Warwick Road. There are also two entrances in the Lillie Road adjacent to the two West Brompton Stations, one on the 'bus route in North End Road, and a fourth from the platforms of West Kensington Station.

Entering by the gates most largely used, the first object that attracts the eye in the

Naval Exhibition of 1905,

is a large torpedo-discharging apparatus, measuring 60 feet by 15, and exhibited by the company of Sir W. G. Armstrong in the Princes' Hall. It is surrounded by various minor objects of maritime interest backed in the historic colours of the Navy. Continuing on to the

Ducal Hall,

a Cloak Room will be found on the left for the accommodation of superfluous wraps, bags, etc.

Commercial exhibits, and models of steamers representative of the largest British shipping companies will be found in the centre of this hall, the imposing display of the "P. & O." vessels being particularly fine.

In the adjoining wings are a record exhibition of stuffed fish showing in nearly all cases the best specimens of every piscine that frequents the waters of the Kingdom. These have been contributed by most of the prominent anglers and leading clubs.

PROFESSOR FLEISCHER'S GREAT CENTENARY WORK, TRAFALGAR AND DEATH OF NELSON.

The completion of the tour of the Ducal Hall brings you into the open air of

Queen's Court and Lake.

INDIAN CANOE ON THE LAKE.

The transformation scheme of architecture here has now been finished, and the splendid new front of the Queen's Palace in the style of classical renaissance has a superb effect. The architect responsible for this masterpiece is Signor Giuseppe Galetti.

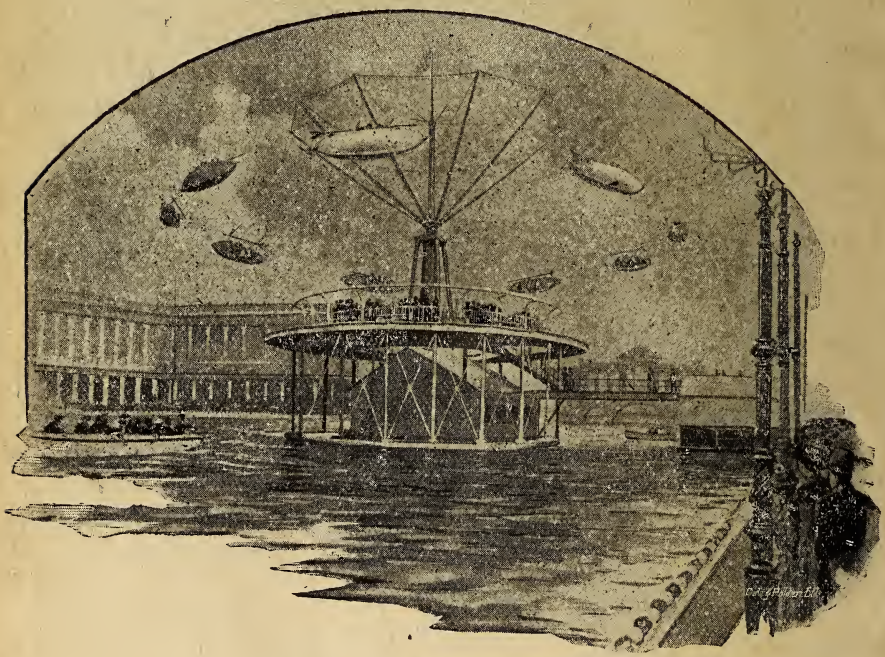
The surface of the lake itself is full of life, gaiety and novelty. The laughing loads of the chute, the Canadian Indians racing in their birch-bark canoes, and the various strange small craft such as coracles, Cameroon canoes, kayaks, gondolas, Japanese junks, etc., add to the merriment and interest of the scene.

At nightfall the waters are lighted up by a myriad of lamps of red and white and blue, while over all Sir Hiram Maxim's captive airships gyrate in the cool air to the melodies of the military band in the kiosk. This latest popular phenomenon has proved a great success from the start, and in the warm evenings there is a most refreshing pleasure in being swung apparently amid the stars. All the parts of the structure have been made of the greatest strength.

Afternoon tea may be had in the open by the band stand, while in the new Fish restaurant on the north side a large variety of fish in season, cooked with appropriate sauces, may be

obtained at moderate prices, or more solid fare of all kinds in the Grill Room directly opposite. By the sides of the fascinating pleasure of

Shooting the Chute



HIRAM MAXIM'S FLYING MACHINE.

are two fine displays of scenery, that by Mr. T. E. Ryan, representing Plymouth Sound from Mount Edgcumbe, and an effective piece of garden colonnade and verdure, by Mr. Potts. The exit under the chute leads into the Lillie Road and the West Brompton Stations.

At the north end of the lake a Cornish coast scene near Tintagel is the work of the brush of Mr. Richard Douglass, and forms a picturesque front to the entrance of

The Fairy Grotto,

where a never ceasing silvery stream bears voyagers in boats underground through caves of dainty coloured beauty by devious courses

into a grotto of ever-changing prismatic iridescence. This forms a most attractive resort for both the old and the young, who delight in its original effects.

FAIRY GROTTO.

Leaving the sunshine of the Queen's Court, the portico of the

Queen's Palace

brings you at once into an extensive and thoroughly representative display of the larger commercial exhibits, big guns, cranes, wheat shippers, etc., for details of which see page 98. There is much of importance to inspect here, but on continuing your promenade forward along the covered arcade you reach the staircase leading into the

Imperial Court.

Here will be noticed the revolving elevator stairs which render

unnecessary the fatigue of climbing many steps. In the commodious vestibule at the bottom is the entrance to the

Empress Hall,

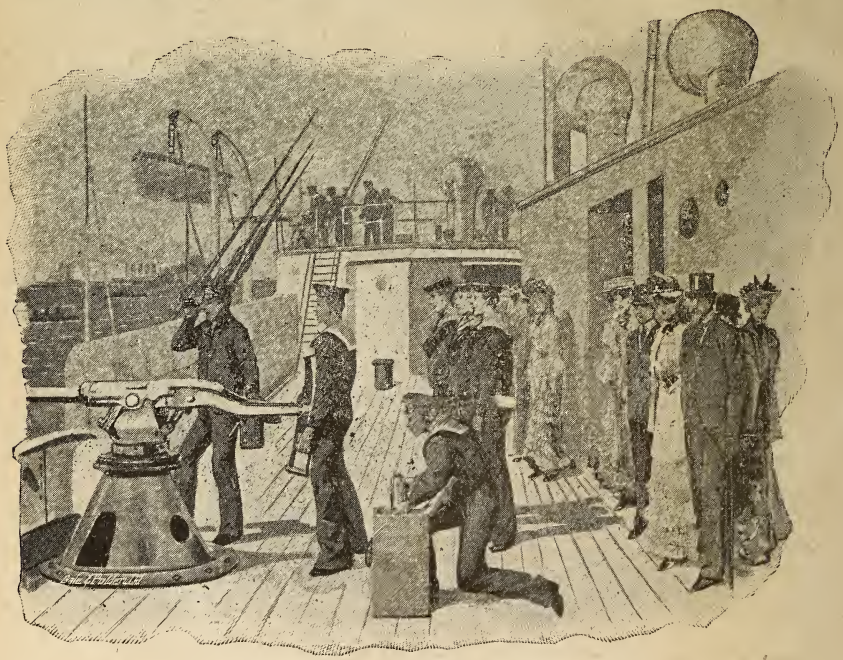
where has been built the accurate and vivid portrayal of

"WITH THE FLEET."

LIFE IN A CRUISER

During a trip down the Mediterranean.

Entering by a covered gangway lighted by ship lanterns, brings the visitor into the officers' ward-room of a full-sized third-class cruiser. This has the usual sea furniture, and both it and the captain and commander's cabins which are open to inspection, have been constructed to the life.



ON BOARD THE CRUISER, EMPRESS HALL.

In the ward-room is displayed a fine photograph, lent by Messrs. Downey, of His Majesty, King Edward VII. in his admiral's uniform. In the forecastle is a photograph of the King by the London Stereoscopic Company.

Passing on to the spacious deck of the "Python"—as the vessel is called—the identical binnacle, with its two magnetic balls, and the double-handed steering wheel used in the Antarctic ship "Discovery" are found in position, while beef and pork barges deck the companion ways. Along either side of the wide deck is all the equipment of a cruiser in working and fighting trim.

The rifle-racks are filled, the cutting-away hatchets in position, fire-extinguishing hose on handy reels, and stream anchors ready for use. The Downton pump—also from the "Discovery"—is in order,

ON BOARD THE CRUISER—JACK AT PLAY.

while the four 4.7 big guns—similar to those that defended Ladysmith—the four 6 pounder Hotchkiss, and two ·303 Maxim quick firers, have their ammunition by them for eventualities. These ten guns were lent by the Admiralty, and are insured for £7,000.

Over the bulwarks from davits hang six boats, including one 28 feet steam pinnace, two 30 feet cutter lifeboats, one 26 feet cutter, one 30 feet gig, and one 27 feet whaler.

The entire area, i.e., 68,860 square feet, of the Empress hall is taken up; and between the high bulwarks and canvas awning magni-

ficent scenery reproduces the beauty of a sea trip in sunny southern waters. Steaming out of Villefranche, the "Python" calls at various points of interest between there and Constantinople.

The captain takes his position on the poop, and signals his commands. The anchor is raised, the steam syren hoots its warning, and "full speed ahead" is the order. Then is displayed the actual life of

Jack at Work and at Play.

Every member of the crew is actually a man who has served in H.M. Royal Navy or is at present in the Royal Fleet Reserve. Some have fine baritone voices which they raise in nautical song and chorus, and with the aid of a sailor-fiddler, dance and melody intersperse their varied duties.

Gun drill and cutlass exercise occur during the voyage; "Man overboard" is the cry, and a boat is lowered to rescue the unlucky wight; and the anchor will be lifted and dropped by the great steam winch, weighing eight tons, which was also part of the "Discovery" plant. No moment of the sixty minutes' journey is lacking in lively interest, and as the feature of the display will be varied constantly, the unending attractions of this original and instructive production will never pall on the mind.

A happy incident in the voyage is the graphic depiction of

Meeting the French Fleet

when the strength of *l'entente cordiale* is expressed in salutes of guns and mutual flag-dipping. This item was strangely enough many months decided upon prior to the official arrangement that the French and English Fleets should meet this summer.

The "pride of the forecastle" is the huge steam winch in working. Around it are the sailors' mess tables, hammocks, and cupboards for eating utensils, accurately reproduced, as also are the ship's galley, where the men's food is prepared, and the "sick bay," with cots, dispensary and dispenser.

It may be stated that the cruiser is 237 feet in length, and 43 in beam; its approximate weight is 150 tons; the length respectively of its steel and wood joists about one mile, and the deck flooring, if placed on end, would reach from Earl's Court to Piccadilly, being 22,000 feet run, or over four miles.

The scenery cloth measures 4,008 feet—1,336 yards, or over three-quarters of a mile; it is forty feet in depth, and weighs nearly twenty tons.

The 4·7 guns weigh 9 tons each, and fire a projectile of 45 lbs.; the Hotchkiss weigh 18 cwts., and their shell 6 lbs., while the Maxims can fire 600 bullets in a minute. It should not be forgotten that the show is continuous, and open all day.

(For full details and description see the souvenir of "With the Fleet.")

Coming ashore through either of the three exits, the reproduction of the stern of the "Victory" in the entrance to the Royal Galleries courts attention. Here there is installed the exhibit of the British and Foreign Sailors' Society, consisting of objects made from the oaken timbers of Nelson's famous ship, the "Victory," and also from the copper sheathing of the "Foudroyant." The Society is enabled to continue its good work entirely through the contributions of the charitable. In the Royal Galleries close at hand is the splendid

Historic Art and Loan Collection

of priceless relics and pictures. They are divided into the Nelson rooms, the RELIC section, and the Polar section. In the first will be found numberless naval and domestic mementos of the great commander, that have never formerly been assembled together. His cap in babyhood, dirk when a midshipman, precious presentation swords, the death mask taken after Trafalgar, etc., etc., all are displayed. Relics of other famous nautical heroes, of Lords Howe, Collingwood, Captain Cook, and adventurous Polar explorers fill the different sections.

Copious details of each historic exhibit are given in the Relics Guide and Catalogue, which is well worth retaining as a permanent and reliable record of past deeds of heroism.

Out in the

Imperial Court

a brilliant and effective scheme of Oriental colouring lights up the surroundings. Indian yellows, rich reds and greens, foil skilfully and artistically with dark blues on the colonnades and bandstand, the latter being ornamented with panels in oils of men whose names

are imperishable in our Naval History. Here, amid the fountains' spray, the twittering of birds flitting over the grassy lawns, and fragrant flowers, is the opportunity for rest and refreshment at the cosy round tables. In the galleries surrounding the gardens are grouped together many interesting and important exhibits, some of them being working.

Fishing Village,

a composite and life-like representation of Hastings, Polperro and Whitby rolled into one. Tarred and weatherboarded sail lofts sombrely tower around, with disused spars and old rigging as their inseparable accompaniments.

"The Ship Inn" looks snug and inviting, with its quaint sign of a brig in full sail over the doorway. There is an attractive seafaring suggestion pertaining to this vicinity that makes the cup of tea or quiet smoke assume a real holiday-making flavour—more especially as H.M.S. "Victory," in full size displays its guns and bunting by your side. This clever and gigantic model contains the grand entertainment by means of moving photographs of

West's "Our Navy."

These striking pictures reproduce the actual manœuvres and evolutions of great battleships, slim cruisers and sleek torpedo boats in time of peace, or in action against an enemy.

So clearly is all arranged that the funnels vomit forth black smoke, the big guns flash and thunder, while the quick-firers rattle their hail on the deadly torpedo-boats.

The animated picture story of "Our Navy," in peace and war, is full of thrilling interest. It opens with the first

Ominous Rumours of Conflict

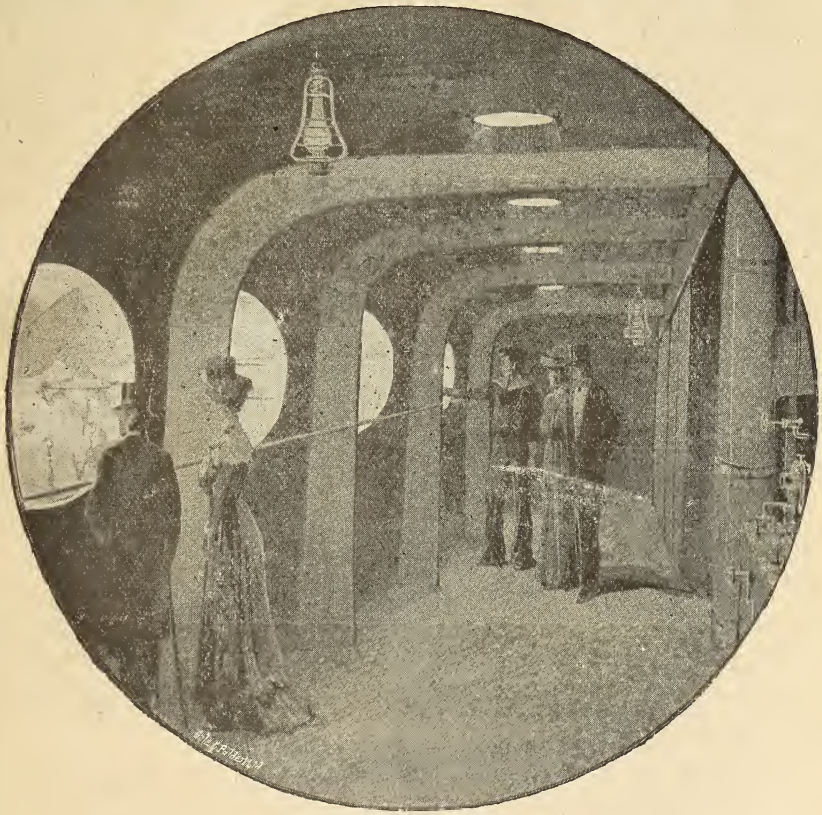
and displays the recall to the fleets of all officers and men on leave, together with the mobilising of the vessels, and preparations to go in search of the enemy who has insulted the British flag. The ensuing battle in the deep is shown in all detail, from the working of the guns, the flight through the water of the torpedoes, the falling mainmasts, and the final crushing defeat of the foe.

All is not war in the Navy, and Jack Tar's games, diversions and peaceable duties of every day come in for a full share of display on board the ancient "Victory."

Up-to-date occurrences, such as the

"North Sea Tragedy,"

will also be represented from time to time, and the programme



ON BOARD THE SUBMARINE.

continually varied. After being in thought upon the waves, it is a change to go in person below them, and trip

20,000 Leagues under the Sea
in a Submarine.

You enter with your fellow passengers, take one last look at the sunshine, and as the portals are closed you find yourself in the gangway of the boat which begins to sink.

Through the large portlights in the submarine's sides and top can be seen real fish of weird and uncanny shape, swimming in the water. On arriving at the

Bottom of the Sea

the vessel forges ahead, and a marvellous hydroramic view is beheld. Passing through forests in the ocean's bed, crumbling shipwrecks are seen lying, as they have lain for centuries, in deep gorges; coral reefs and sponge clusters rise above you; beautiful anemones bloom

in a thousand colours; uncommon and peculiar fish swim in and out among leafy fronds and shell-girt caverns, where the sea-mosses hang in heavy festoons, disturbed only by the waves and the restless animal life.

The prime advantage of such a submarine journey is the complete absence of discomfort or suggestion of *mal de mer*.

On the completion of the voyage, the boat once more rises to the surface, and Earl's Court's landing stage is reached.

Almost opposite are the sections containing numerous models of machines, of handsome yachts of all classes and patterns, together with fishing trawlers and craft, and fishing appliances both for the sea and the river.

A visit to

Vanderdecken's Haunted Cabin

where the haunted skipper sits, surrounded by the awesome spectres that never leave him must not be omitted. While watching the unfortunate Dutchman the mysterious deck will be noticed to give a peculiar pulsation that vibrates through the spectator, and is put down to the Imps of Evil in attendance.

The Fisher Girls of Peterhead

will be found in their cottages alongside, mending nets, or knitting the long sea stockings at which they are so adept. Their male companions are engaged in repairing lines and making creels and sculls. In another cottage the girls of Grimsby are making, with deft fingers, seine nets, fishermen's jerseys in sections of the sleeve, the body and the neck, with exhibits of fishing apparel around them.

Appropriately enough, we now come to

The Earl of Denbigh's Model Salmon and Trout Hatcheries,

which demonstrate how the fish are reared from the ova.

All the entrance to

Elysia,

mounted on her transporting carriage, stands the exhibit of the

National Life Boat Institution.

The life boat is 35 feet in length by 8½ in beam, and has two water-ballast tanks and two drop keels. An expert explains its details to visitors, who are free to inspect this real specimen of the boats with which the Institution has saved so many thousands of lives on our coasts. The National Life Boat Institution subsists entirely on voluntary contributions.

The powerful system of

High-Pressure Gas Lighting,

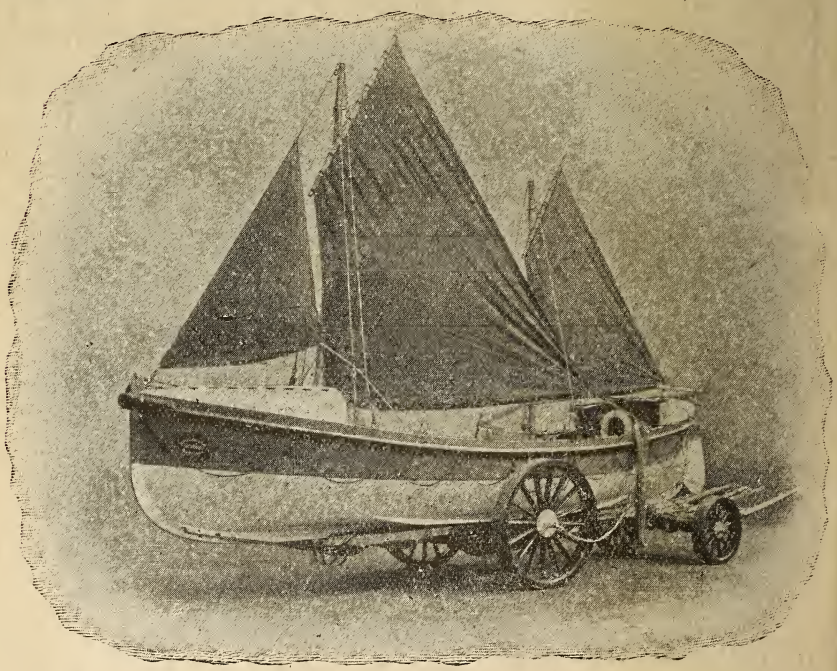
installed by the Gas Light and Coke Company in the promenade is worthy of notice, consisting, as it does, of 27 lamps of 1,000 candle

power each, and four of 3,000 candle-power. The gas is compressed by two 4-horse-power gas engines, and the total illumination is equal to the light that would be given by 39,000 candles.

Opposite the Bridge is a dainty piece of English Coast scenery on passing which we find the working exhibit of

A Diving Tank,

by Messrs. Siebe, Gorman and Co., in a new and imposing building. It is well worth entering here to witness the divers deep down in a



FULLY RIGGED SELF-RIGHTING LIFE BOAT: EXHIBITED BY THE ROYAL NATIONAL LIFE BOAT INSTITUTION.

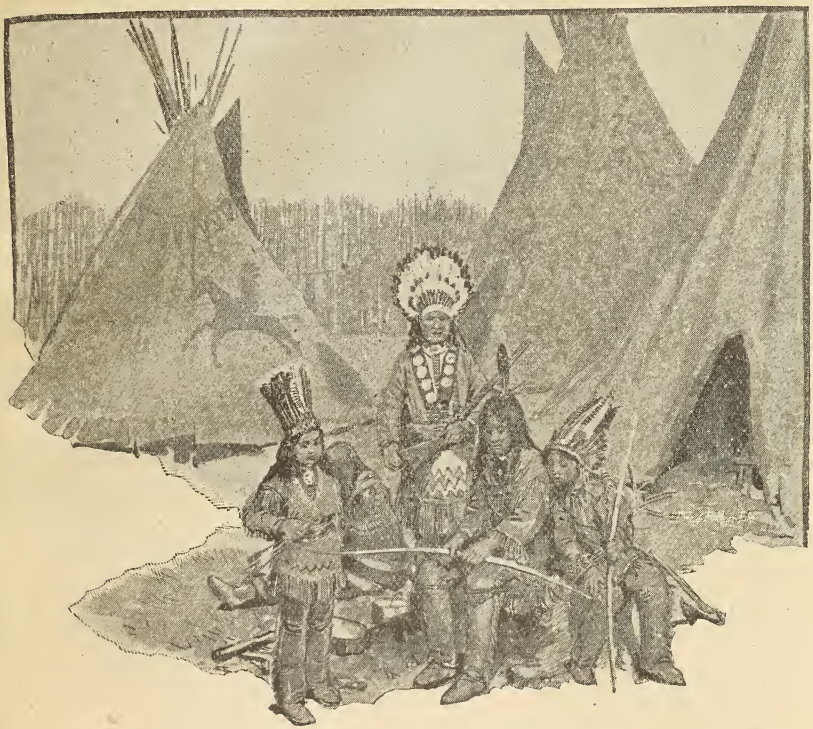
huge cylindrical tank of steel performing their risky tasks. The tank measures 16 feet in diameter and is 12 feet deep. It is fitted with twelve large plate-glass portholes through which can be seen the men at work. The diving helmet and dress were invented by Augustus Siebe in 1819, and the firm are the pioneers of submarine engineering in this country. Around are displayed numerous trophies they have rescued from the ocean's bottom.

One of these is of the greatest interest, being no less than an ancient Greek lamp with a sponge growing from the oil reservoir, which dates back to at least three centuries before Christ.

The steeds of steel in the

Popular Mènage Mécanique

gallop, canter, and trot and carry out the evolutions of a military



ride. Passing across the way a graceful and restful ride in the Spiral Ascent brings

"Famous Sea Fights and Shipwrecks"

into bold relief at various altitudes. Among these the chief tableaux are the Battle of Copenhagen, the notorious Pirate Captain Roger's last fight, Japanese Torpedo Boats in Port Arthur, the sinking of the Trawler "Crane" in the Dogger Bank Outrage, etc. They are painted on canvasses 60 feet by 18 feet, with searchlight effects

With one's martial spirit aroused, the

Crack of the Naval Rifle

at the ranges calls for practice or competition, and the up-to-date arrangement of the fixed or running target tests your eye and hand to their fullest extent. All the weapons have been rigidly gauged, and are an excellent aid to those who wish to keep up their skill as marksmen.

Alongside is the greatest attraction of its kind ever witnessed in the United Kingdom, where it is now displayed for the first time. It consists of

"MANITOULIN."

(The Place of Spirits.)

THE NORTH AMERICAN INDIAN VILLAGE,

including

FORTY-TWO BRAVES, SQUAWS and PAPOOSES,

of the Ojibway, Blackfeet, Iroquois, Mohawk, Onondaga, Sioux and Abenaki tribes. Of these nineteen are men, eight are women, twelve are children, and three are babies. The majority are from the forests of Canada, and British subjects. They have built their own typical Indian village there, erected their wigwams, and arranged the cooking apparata, in order to live, work, and amuse themselves as they do in their native homes. The various craftsmen can be seen tanning skins, making bows and arrows, pipes, mats and baskets of all kinds, decorating deerskin garments or doing bead-work and ornamental quill-work. Repairing and constructing

"Birch Bark Canoes,"

while mashing and baking of corn and open-air cooking will be among their labours. In the Indian Museum within the village grounds there are exhibited numerous historical curios, war-clubs, tomahawks, idols, bear and beaver traps, etc. This exhibit is under the special charge of "Red Eagle," an unusually intelligent Abenaki, who speaks English fluently. He is assisted by the Iroquois, "Deep Sky," and others. The Sioux Chief, "White Cloud," the champion Indian archer of America, give exhibitions of

Bow and Arrow Shooting.

Genuine birch bark canoes will be paddled on the Great Lake by Chief Tekumegezhik Shawano, of the Ojibways, assisted by Mukwa, Maumegezhik, Tecumseh, and other Ojibways, who are the most skilful canoeists in the world.

Daily there will be ceremonies and dances, conducted by the Iroquois Chief "Scar Face," and "American Horse," with special war and prayer dances by the Onondaga Chief "Sose Akwirranoron";

also dances round the camp fire, including the fascinating Snake Dance, the Caribou (Prayer) Dance, Medicine Dance, and the Pipe of Peace; and the "Arrow Game," and other Indian sports will be played at various times.

"Manitoulin" is under the general direction of "Negaunneekah boh" (Frederick R. Burton), an adopted Ojibway, who has spent many years among the North-Western Indians.

There is a new and dainty bijou theatre in Elysia named after

Miss Daphne de Rohan,

who, with her clever company, gives several bright musical and variety entertainments throughout the afternoon and evening. At these performances playlets, comedy and dramatic sketches, etc., intermingled with Italian, French and English songs, will be rendered. As a mandoline soloist Miss de Rohan herself is unrivalled.

Delighted with your entertainment, this is the opportunity to register your pleasure by approaching

"The Photoscope,"

the wonderful automatic photographic machine that takes and hands you a capital portrait, in miniature, for twopence, within a few seconds. In the well-fitted studio adjacent, up-to-date and

Artistic Postcard Photography,

is carried to a high pitch of perfection that makes it a pleasure to send the cards to one's friends.

Standing, as we are, at the foot of the

Great Wheel,

the desire to overlook London and pass, through the mind's eye, far outside the City's confines is irresistible. From the comfortably appointed cars the view on every side stretches out on the horizon marked by the turrets of Windsor Castle and the hazy hills of Surrey.

Near the exit to West Kensington Station is a

Fully Equipped Trawler,

shown by the Royal National Mission to Deep Sea Fishermen, whose Hospital Boat, it will be remembered, rendered such useful aid to the wounded at the unfortunate Dogger Bank disaster. The exhibit measures 75 feet by 15 feet, and will doubtless serve as a hint to the charitable of the noble services rendered annually by the mission.

For large or small parties the canteen facing the sloped way into the

Western Gardens,

provides the best classes of plain refreshment at moderate prices. Crossing the bridge, the fairy land of Earl's Court is before you.

Fine shady trees, carefully cultivated shrubbery, grassy stretches, and beds and plots of flowers make this a delightful resort.

On the immediate right is the marquee containing the pluckiest craft in existence,

"The Tilikum Canoe,"

a simple Indian "dug-out" made nearly forty-five years ago by an Alaska Indian from a tree trunk. She weighs 2½ tons, is schooner rigged with three slight masts, and measures 30 feet by 6 feet beam. Yet in this apparently unseaworthy boat, Captain J. C. Voss (who personally will tell his story) has recently circumnavigated the globe, crossing four oceans, and

Travelling 40,000 Miles by Sea,

of which 12,000 were accomplished after his compass had been carried overboard by his sole companion when drowning. The busy rattle of the switchback indicates that twenty years has not dulled the popularity of the

Down-and-up Railway,

which, well patronised always, requires neither steam nor electricity but merely passengers. It may be mentioned here that the various artistic pieces of marble, antique fountains, flower vases and plant-basins about the grounds have been lent by Signor Settimo Silli, of Florence, and are for sale, upon application to the Secretary.

Facing the Lager Beer Garden is the absorbing

Working Ants and Bees

in the Chalet. The tiny insects are shown in their nests, illuminated and magnified, building homes, milking their cows, etc. Similar exhibits to these were ordered last year for the interest and education of our young Royalty, Prince Edward of Wales.

On the west side of the gardens is a veritable triumph in scenic art, by Mr. Richard Douglass, depicting in rich colouring the

"Vale of Glencoe."

It is confronted by a happily appropriate painting of Burnham Thorpe, the birthplace of Lord Nelson, from the same brush. In the radiant building to the left is installed the

Entertaining Electrophone,

now arrived at a high pitch of excellence, and connected to every

popular theatre, concert room and music hall in the Metropolis.

Now we approach the apex of Earls Court's beauty and comfort, the

"Old Welcome Club,"

a rustic retreat reserved for its members and their friends, where they may enjoy the highest West End cuisine at lunch or at dinner;

OLD WELCOME CLUB.

or partake of light refreshments on the lawn, while the best of military bands performs before them in the kiosk by day or night.

The smiles and laughter of those coming from the

Merry Mirrors,

easily locate that perennial pleasure house, and no description of the whimsical sights to be seen within could give an idea of the reality.

Professor Fleischer's great centenary scenic spectacle of

TRAFALGAR,

AND THE

DEATH OF NELSON,

occupies the whole of the large iron octagonal building near the North End Road exit. It is admitted on all sides as a work of the highest artistic merit, and took the painter over two years in its reproduction.

You pass upstairs into a circular platform under a hooded canopy, and find yourself surrounded by a magnificent scenic depiction of that

Memorable Day in October, 1805,

at the moment when England's Famous Admiral had received his death wound. The canvas runs 47 feet from top to toe, and in its circumference covers 370 feet.

As it weighs three tons and Professor Fleischer devoted two years to its production some idea of the magnitude of the work may be obtained. His studies on the real "Victory" alone, *by permission of the Admiralty*, extended over two months.

The uniforms of the period are guaranteed as accurate in every detail: and the artist has realized with extraordinary vividness the fierce features of the old days of hand to hand fighting at sea. Slashed rigging, shattered spars, and burning hulks are all there, together with the agonies of the dying and the pallor of the dead.

A capital souvenir of the Exhibition may now be secured in the

Lightning Post Card Studio,

at the hands of experts who do their work artistically and rapidly.

For every lover of his country a special treat awaits in the

"Hall of Monarchs,"

where a collection of illuminated canvasses in oils by the well-known Professor H. Herkomer, R.A., and the pupils of

The Famous Bushey School,

show in their royal robes and armour, Queens and Kings of England. That of His Majesty King Edward VII. by the celebrated R.A., and those of Richard I. by Miss L. Kemp Welch, and of Edward IV. by Mr. Ivor I. I. Symes, are indeed highly praiseworthy productions. With the passing of the renovated and wholly redecorated

"Quadrant Restaurant,"

in its Casket of Crystal, on the right, our pleasant journey is fast approaching its completion.

The ascent of the steps in front leads through the

"Western Arcade,"

and by a score of depots of Oriental manufacture and the world's novelties, until the Imperial Court is once more reached, and Earl's Court has been thoroughly inspected.

The Old Welcome Club.

NOW enjoying its Eleventh Season this Club is situated in the Western Gardens, close to the North End entrance, and directly opposite the principal band stand. It is opened daily at noon, excepting Sundays, throughout the course of the Exhibition, and closed in May, August and September, at 10.45 p.m., and in June and July, at 11.15 p.m.

President:

FIELD-MARSHAL EARL ROBERTS, V.C.
K.G., K.P., G.C.B., O.M., G.C.S.I., G.C.I.E., D.C.L., LL.D.

Chairman:

PAUL CRÉMIEU-JAVAL, J.P., ESQ.

Committee:

THE EARL OF WARWICK AND BROOKE.
THE LORD BURTON, K.C.V.O.
THE LORD BURNHAM, K.C.V.O.
THE RIGHT HON. SIR EDWARD CARSON, K.C., M.P.
THE RIGHT HON. W. G. ELLISON MACARTNEY.
MAJOR THE HON. ALWYNE H. F. GREVILLE, M.V.O.
THE HON. W. F. B. MASSEY MAINWARING, LL.B., M.P.
SIR WILLIAM ROBINSON, G.C.M.G.
MAJOR-GENERAL SIR OWEN TUDOR BURNE, G.C.I.E.
SIR EYRE MASSEY SHAW, K.C.B.
SIR RICHARD D. AWDRY, K.C.B.
SIR HENRY GIBBS BERGNE, K.C.B.
ADMIRAL SIR ALBERT H. MARKHAM, K.C.B., F.R.G.S.
SIR THOMAS SUTHERLAND, G.C.M.G., LL.D.
SIR CHARLES MALCOLM KENNEDY, K.C.M.G., C.B.
SIR GEORGE C. M. BIRDWOOD, K.C.I.E., C.S.I., M.D., LL.D.
SIR MANCHERJEE M. BHOWNAGGREE, K.C.I.E., M.P.
SIR WALTER ROPER LAURENCE, K.C.I.E.
SIR JOHN FURLEY, C.B., J.P.
SIR ARTHUR J. R. TRENDELL, C.M.G.
SIR CASPAR PURDON CLARKE, C.I.E., F.S.A.
COLONEL ROBERT W. EDIS, C.B., V.D., F.S.A.
WALTER H. HARRIS, C.M.G., ESQ.
COLONEL R. PARRY NISBET, C.I.E.
MAJOR LEWIS H. ISAACS.
HIS HONOUR JUDGE F. A. PHILBRICK K.C.
DOUGLAS G. H. GORDON, J.P., ESQ.
FRANK TRAVERS BIRDWOOD, ESQ.
SAMUEL DIGBY, ESQ.
DR. J. IRVINE MENZIES.
JAMES N. PAXMAN, ESQ.
J. M. FRESHWATER, ESQ.
HAROLD HARTLEY, ESQ.
HERMAN HART, ESQ.
R. CLAUDE GARNETT, ESQ.
IMRE KIRALFY, ESQ.
MAJOR G. E. WYNDHAM MALET, *Secretary.*

With its quaint rustic buildings and surroundings, trim, grassy lawns, comfortable lounge chairs, the club ever provides an *al fresco* and picturesque retreat much appreciated by its Members and their friends. Every Member may introduce three ladies and two gentlemen each day that the Exhibition is open to season ticket holders.

Applications from those desirous of becoming Members should be addressed to the Secretary.

Refreshment Department

CONDUCTED BY

SPIERS & POND, Ltd., Refreshment Contractors.

The Refreshment Department has again been entrusted to the well-known caterers, Messrs. Spiers and Pond, who have made arrangements to cater on the largest scale for every class of the community. It may be interesting to remember that this firm has now been before the public for over thirty years, during which time they have undertaken the catering for a very large proportion of the important Exhibitions which have from time to time been held in the metropolis of the Empire. They were the first representatives of English catering who ventured abroad, having had an important restaurant and buffet at the Paris Exhibition of 1867. They were the official caterers at a series of Exhibitions held at South Kensington in 1871 and the following years. They were appointed to cater for the Inventions Exhibition at South Kensington in 1885; for the Indian and Colonial Exhibition in 1886; and during the last few years they have catered at Earl's Court for the

Empire of India Exhibition, 1895,
Empire of India and Ceylon Exhibition, 1896,
Victorian Era Exhibition, 1897,
Universal Exhibition, 1898,
Greater Britain Exhibition, 1899,
Woman's Exhibition, 1900,
Military Exhibition, 1901,
Paris in London Exhibition, 1902,
International Fire Exhibition, 1903,
Italian Exhibition, 1904.

It is instructive to bear in mind that at the earlier dates above mentioned the catering for an Exhibition was on singularly different lines from what it is at present. There was no provision for a set meal, and very little beyond the ordinary bun and sandwich could be obtained in such places. Now that the enterprise of the London Exhibitions, Limited, has made *al fresco* dining one of the common-

places of life during the London summer season, the caterers have risen to the needs of the newer fashion, and dining of every description, from the cheapest to the most elaborate, is in vogue amongst all classes.

In the QUEEN'S COURT will be found a

FISH RESTAURANT,

where Fish Luncheons and Dinners will be daily served.

It is intended to present a large variety of all Fish that is in season, cooked in various ways, and with the appropriate sauces. The *menu* will be constantly varied, and the prices will be moderate, the intention being to illustrate the value of Fish as an article of diet.

The service will be *à la carte*.

As a necessary adjunct to a Fish meal, a nice variety of Grilled Meats will be provided, and also a liberal cold table, comprising not only Fish, but Joints, Poultry, etc. These, with Sweets, and the usual provision of Cheeses and Fruits, will enable patrons to enjoy a dinner of the usual character, if they prefer not to confine themselves entirely to Fish.

In the same Court is the

GRILL ROOM,

where every variety of grill and hot and cold joints are provided for luncheon, dinner, and supper at the ordinary prices of a modern restaurant, with a large selection of all kinds of other comestibles, as well as wines, spirits, liqueurs, and cigars.

These two Restaurants are situate at either corner of the Great Lake and opposite the Band Stand, where music is played during the dinner hours.

There are also ample buffets for light refreshments in close proximity.

In the WESTERN GARDENS is the

QUADRANT RESTAURANT,

which has been entirely rebuilt, exquisitely decorated in Louis XV. fashion, and carpeted and furnished with the utmost taste and luxury. French windows open on to a fine terrace, looking out directly upon the Western Gardens, and in full view of the Music Pavilion. The cuisine is perfection, and a dinner vying with the

best in London, and surrounded with unrivalled features of attraction, is served. That the public fully appreciate the perfection to which this department has been brought is evidenced by the fact that, in order to avoid disappointment, it is advisable to secure tables in advance by letter, telephone, or telegraph direct to the caterers. The table d'hôte luncheon is served from 12 to 3 o'clock at 3s. 6d., and a dinner from 6 to 9.30 at 7s. 6d.

In the Western Gardens there is also the

GARDEN RESTAURANT,

where a 2s. luncheon is served from 12 to 3 o'clock, a shilling afternoon tea from 3.30 to 5.30, and a 3s. 6d. dinner from 6 to 10 p.m. This has been reconstructed in modern style, and the dinner will be found faultless, and to supply a long-felt want.

The Western Gardens also contain a

LAGER BEER HALL,

wherein Lager Beer is served in the perfection of condition, together with a number of light and dainty English and Teutonic dishes, from opening until closing time. An orchestra serves to increase the popularity of this department.

In ELYSIA, at the north end of the grounds, is to be found the

CANTEEN,

where a specially cheap tariff, to meet excursionists, is always in vogue. In this department a plate of cold meat is charged 6d., bread and cheese 2d., milk 1d., tea 2d., coffee 2d., mineral waters 2d., and all exciseable liquors at public-house prices. In this department also excursion parties can be accommodated, and special quotations for them will be made on application to the Refreshment Contractors.

In that part of the Exhibition grounds which is known as ELYSIA, South End, an entirely new

TEA PAVILION

has been constructed for the service of tea, coffee, and light refreshments, at the usual prices.

In addition to all the above, there are numerous bars and buffets in the grounds and buildings, where tea, coffee, temperance beverages, alcoholic liquors, light refreshments, cigars, and cigarettes can be obtained at the usual rates.

Refreshment Tariff.

SPIERS & POND, Ltd., Contractors.

Fish Restaurant, Queen's Court.—For the service of all kinds of Fish in season. A large variety daily *à la carte.* Grilled and Cold Meats will also be served, 12 till 9.30.

Grill Room, Queen's Court.—Luncheons, Dinners and Suppers at ordinary Grill-room prices, noon till 11 p.m.

Garden Restaurant, Western Gardens.—Luncheon **2s.**, 12 till 3; Afternoon Tea **1s.**, 3.30 to 5.30; Dinner **3s. 6d.**, 6 till 10.

Quadrant Dining Room, Western Gardens.—Luncheon, **3s. 6d.**, 12 to 3; Dinner, **7s. 6d.**, 6 till 9.30.

Lager Beer Hall, Western Gardens.—English and German Snacks and Light Refreshments; Lager Beers, &c. Orchestra 7 till close.

Tea Pavilion in Village.—Tea, Coffee, and Light Refreshments at usual prices. Orchestra 4 till 6.

Canteen in Elysia.—Plate of Cold Meat, 6d.; Bread and Cheese 2d.; Milk, 1d.; Tea, 2d.; Coffee, 2d.; Mineral Waters, 2d. Liquors at public-house prices. Special quotations for Excursion Parties on application to the Refreshment Contractors.

Special Tariff for Excursion Parties, large or small, by pre-arrangement with the Caterers.

HOW TO REACH EARLS COURT

Via DISTRICT RAILWAY.

Seekers after recreation and pleasure do not always ascertain the shortest, best and most convenient route for reaching the object of their journey, and in the absence of such knowledge their outing is often marred by difficulties and distractions.

It is one of the aims of this part of the Guide to minimise as far as possible these inconveniences for Visitors to the **Naval, Shipping and Fisheries Exhibition at Earls Court,** by affording information as to the means of reaching it.

The Earls Court grounds and Exhibition premises are situated between the **Earls Court, West Kensington,** and **West Brompton** Railway Stations, and the sketch plan on page 158, together with the "**District Railway**" **Miniature Map** inserted in this Guide, will indicate the exceptional position they occupy in regard to the Railway communications of the Metropolis.

The **District Railway** Company publish valuable, cheap and popular Maps, obtainable as described below, viz. :—

Map of London (43 in. by 26 in.), printed in five colours, *on paper*, 6d.; *mounted on linen (in stiff cover)* 1s.; *mounted on linen, rollered and varnished*, 3s. 6d.

Map of Greater London and Environs, on the same sized paper, in the same variety of forms, and at the same price as the Map of London.

Miniature Map of London and Environs, price ½d.

These Maps are sold at the District Railway Company's Booking Offices, at Station Bookstalls, at the principal Booksellers throughout the Kingdom, at the office of Bradshaw's Guide, 59, Fleet Street, E.C., and by the Publishers, Messrs. Sampson Low, Marston & Co., Limited, 100, Southwark-Street, London, S.E.

The District Railway Company's Public Time Book, price 1d., gives particulars of the various Train services running over the Railway and its connections; and all information respecting the Trains or the issue of Tickets can be obtained on application at any of the Railway Station Booking Offices.

Visitors to the **Naval, Shipping and Fisheries Exhibition** should ask for

TICKETS INCLUDING ENTRANCE TO EXHIBITION.

Tickets, *including entrance to the Exhibition grounds (for both Adults and Children)*, are issued at low fares at all stations on the **District Railway.**

These are available for *alighting at, or departing from,* **Earls Court, West Kensington** or **West Brompton** Stations.

These **COMBINED RAIL and ENTRANCE TICKETS** are **LOWER IN COST** *than Omnibus fares, plus ordinary entrance fee of* 1*s.*, and visitors to the **Naval, Shipping and Fisheries Exhibition,** should always **TRAVEL BY RAIL,** and thereby **save both time and money.**

If "Rail and Entrance" Tickets cannot be obtained at starting station the table given on page 142 of this Guide will indicate the station at which, visitors should on their arrival in London, rebook to Earls Court.

For Suburban Places of Interest, Attraction, Etc., see the
"DISTRICT" MAP OF GREATER LONDON and ENVIRONS,
PRICES, 6d., 1/-, and 3/6.

TRAVEL BY

DISTRICT RAILWAY.

WIMBLEDON

(For ALL PARTS of SOUTH WESTERN MAIN LINE,
Guildford, Surbiton, Hampton Court, Leatherhead, Epsom, &c.)

WIMBLEDON PARK, SOUTHFIELDS (For Wimbledon Common,
EAST PUTNEY (For West Hill, Wandsworth),
PUTNEY BRIDGE and HURLINGHAM,
WALHAM GREEN, WEST BROMPTON,
EARLS COURT (For Naval, Shipping, and
Fisheries Exhibition, Gigantic Wheel, Empress Hall, &c.)
EALING (For Great Western Line, to Windsor, Slough, West Drayton, Southall, &c,)
North Ealing, Park Royal & Twyford Abbey, Perivale-Alperton,
Sudbury Town, Sudbury Hill, SOUTH HARROW,
Chiswick Park, ACTON, Hounslow Barracks,
Heston-Hounslow, Hounslow Town, Osterley & Spring Grove,
Boston Road (For Brentford and Hanwell,)
SOUTH EALING,
Turnham Green, Ravensoourt Park,
HAMMERSMITH,
West Kensington and Addison Road
(For OLYMPIA),
Brompton, Paddington,
Bayswater, &c.

FREQUENT SERVICE OF TRAINS BETWEEN ALL PARTS.

SOUTH KENSINGTON
For the Museums, Imperial Institute, London University, Albert Hall and Memorial, &c.
SLOANE SQUARE,
VICTORIA
(For S.E. & C. & L.B.S.C. & Crystal Palace Rlys.)
ST. JAMES' PARK,
Westminster,
CHARING CROSS
(For the Theatres and S.E. & C. Railway),
TEMPLE (For Law Courts).
BLACKFRIARS (For St. Paul's S.E. & C. Station),
MANSION HOUSE (Central City Station),
(For St. Paul's Cathedral).
CANNON STREET (For S. E. & C. Railway).
MONUMENT (For London Bridge).
MARK LANE (For the TOWER and TOWER BRIDGE and FENCHURCH STREET STATION),
KINGS CROSS (For G.N. & Mid. Railways).
BISHOPSGATE (For G.E. Liverpool St. Stn.),
Aldgate, Aldgate East, Shadwell, Wapping, Rotherhithe,
Deptford Road and NEW CROSS (S.E. & C. & L.B.S.C.R.),
Whitechapel, Stepney Green, Mile End, Bow Road, Bromley, West Ham,
Plaistow, Upton Park, EAST HAM, Barking, Tilbury,
SOUTHEND,
&c.

CHEAP FARES.

For Routes :—
See the "DISTRICT RAILWAY" MAP OF LONDON, Price 6d., (on paper,)
1/- mounted on Linen (in stiff cover); Rollered and Varnished, 3/6.

EVENING TRAINS LEAVE

EARLS COURT STATION

AT THE FOLLOWING TIMES FOR—

CITY, WHITECHAPEL, BOW ROAD, EAST HAM And NEW CROSS.

p.m.	p.m.	p.m.	p.m.
9 5*nc*	9 55*b*	10 36*	11*s* 11*e*
9 8	10 5*nc*	10 38	11 21*
9 14*e*	10 7*	10 44*e*	11 24*nc*
25*nc*	10 8	10 58*b*	11† 45*e*
9 35*w*	10 14*	11 5*nc*	11 55*
9 38	10 16*e*	11 8	11 58*
9 40*	10 25*nc*	...	12 1*b*
44*e*†	...	...	12 20*
9 51*t**	...	...	12 22‡

Calling at

Gloucester Road
South Kensington
Sloane Square
Victoria
St. James' Park
Westminster
Charing Cross
Temple
Blackfriars
MANSION HOUSE
Cannon Street
Monument
Mark Lane
Aldgate East
St. Marys
WHITECHAPEL
Stepney Green
Mile End
Bow Road
Bromley
West Ham
Plaistow
Upton Park
East Ham
(For Tilbury Line).
NEW CROSS LINE STATIONS:
Shadwell
Wapping
Rotherhithe
Deptford Road
New Cross

b Bromley trains.
e East Ham trains
nc New Cross trains
w Whitechapel trains
* To High Street (Kensington)
‡ Not beyond Mansion House
† Not to West Ham
s After Whitechapel stops only at Bromley, Plaistow, and Upton Park.
t Saturdays only.

PUTNEY BRIDGE.

p.m.	p.m.	p.m.
5 6	7*x* 8	9*x* 26
5*x* 16	7*s* 12	9*s* 32
5 26	7*x* 16	9 45
5 36	7 26	9 56
5 44	7 36	10 6
5 56	7 49	10 18
6*x* 6	7*x* 56	10 32
6 14	8 6	10 46
6 26	8 19	11 8
6*x* 36	8 36	11 20
6*s* 42	8 49	11 36
6*x* 45	9 6	11 56
6*x* 50	9 18	12 22
6 56	...	12 36

Calling at

West Brompton
Walham Green
Parsons Green
Putney Bridge

PUTNEY BRIDGE AND WIMBLEDON.

p.m.	p.m.	p.m.
5*x* 6	6 56	9*s* 32
5 26	7*x* 16	9 56
5 44	7 26	10 18
5 56	7 49	10 46
6*x* 14	8 19	11 8
6 26	8 49	11 36
6*x* 45	9 6	11 56
...	9*x* 26	12 22

Calling at

West Brompton
Walham Green
Parsons Green
Putney Bridge
East Putney
Southfields
Wimbledon Park
Wimbledon

x Saturdays excepted.
s Saturdays only.

WILLESD'N, CAMDEN TOWN, HIGHBURY, DALSTON & BROAD ST.

p.m.	p.m.
5 5	9 5
5 35	9 35
6 5	10 5
6 35	10 35
7 5	11 5
7 35	11 H 35
8 5	12 W5
8 35	...

H Not beyond Hampstead Heath.

W Not beyond Willesden Junction

Calling at

Addison Road (Kensington)
Uxbridge Road (for Shepherds Bush)
St. Quintin Park & Wormwood Scrubbs
WILLESDEN
Kensal Rise
Brondesbury
West End Lane
Finchley Road & Frognal
Hampstead Hth.
Sospel Oak
Kentish Town
Camden Town
†Maiden Lane
†Caledonian Rd. and Barnsbury
Highbury and Islington
*Canonbury
*Mildmay Park
Dalston Junctn,
‡Haggerston
‡Shoreditch
Broad Street

† Change at Camden Town for Maiden Lane and Caledonian Road and Barnsbury.

*Change at Highbury and Islington for Canonbury and Mildmay Park

‡ Change at Dalston J'nction for Haggerston and Shoreditch.

RICHMOND.

p.m.
5 29
5 59
6 29
6 59
7 29
7 59
8 29
8 59
9 59
10 29
10 59
11 29
12 0
12 23
...
...
...
...
...
...
...

EALING.

p.m.
5 10
5 20*
5 40
5*m* 50*
6 10
6*m* 20*
6 40
6*m* 49*
7 10
7 20*x*
7 40
8 10
8 40
9 19
9 40
10 17
10 49
11 17
11 46
12 31
...

HOUNSLOW.†

p.m.
5*s* 10
5*xct* 18
5*s* 40
5*xt* 50
6*s* 10
6*xt* 20
6*s* 40
6*xt* 49
7 10
7 40
8 10
8 40
9 19
9 40
10 17
10 49
11 17
11 46
12*t* 7
12 31
...

HARROW.†

p.m.
5 10
5 40
6 10
6 40
7 10
7 40
8 ‡10
8 ‡40
9 ‡19
9 ‡40
10 ‡17
10 ‡40
11 ‡17
11 ‡46
...
...
...
...
...
...
...

Calling at

West Kensington
Hammersmith
Ravenscourt Park
Turnham Green

Richmond Line Stns.: Gunnersbury, Kew Gardens, Richmond

Ealing Line Stations.†: Chiswick Park and Acton Green, Mill Hill Park, Ealing Common, Ealing Broadway

Hnsl'w Line Stations.†: South Ealing, Boston Road, Osterley, Heston, Hounslow Town, Hounslow Barracks

Har'ow Line Stations.: North Ealing, Park Royal, Perivale-Alperton, Sudbury Town, Sudbury Hill, South Harrow

†Change at Mill Hill Park unless otherwise shown.

The Hounslow trains are run alternately to Hounslow Town and Hounslow Barracks

t Through train.
c Does not call at Chiswick Park.
* Not beyond Chiswick Park on Saturdays.
m Change at Mill Hill Park for Ealing.
s Saturdays only.
x Saturdays excepted.
‡ Not to Park Royal.

NOTE—*The times of the Trains given above are subject to variation from time to time as may be necessary, but the above may be regarded generally as the times at which it is expected the Trains will run.*

WEST BROMPTON

Station at the following times for

CITY, WHITECHAPEL, BROMLEY, EAST HAM, And NEW CROSS.

p.m.	p.m.	p.m.
5 13*e*	7 7*	9 22*nc*
5*x* 22*e*	7‡ 23*e*	9 37*
5*s* 22*w*	7*x* 30*	9 52*b*
5 37*	7 37*	10 5*
5*x* 43	7 53*e*	10 14*e*
5*x* 56*b*	8*x* 0*	10 33*
5*s* 56*e*	8 7*	10 39
6*s* 1*	8 23*w*	10 56*b*
6*x* 13	8*x* 30*	11‡*v*8*e*
6† 22*e*	8 37*	11 18*
6 33*	8 53*b*	11‡42
6 38*e*	9 1*	11 52*
6*x* 53*e*	...	11 58*b*
6*s* 53*b*	...	...
...	...	...

Calling at

Earls Court
Gloucester Road
South Kensington
Sloane Square, Victoria
St. James Park
Westminster
Charing Cross, Temple
Blackfriars
Mansion House
Cannon Street
Monument, Mark Lne
Aldgate East
St. Marys
Whitechapel
Stepney Green
Mile End, Bow Road
Bromley, West Ham
Plaistow, Upton Park
East Ham (for Tilbury Line)
E. L. Line :—
Shadwell, Wapping
Rotherhithe
Deptford Road
New Cross

*To High Street (Kensington). Passengers for Gloucester Road, and stations beyond, by these trains, change at Earls Court.

Trains leave Gloucester Road and High Street (Kensington), for Baker Street, Kings Cross, &c., at 10 mins. intervals. Last train, 12.2 from Gloucester Road, 12.5 from High Street Kensington

‡ Not to West Ham.
b Bromley Trains.
nc New Cross trains
w Whitechapel trains.
e East Ham trains.
† Not to Bromley or West Ham.
ç Not to Stepney Green or Mile End.
v After Whitechapel stops only at Bromley, Plaistow, and Upton Park.

PUTNEY BRIDGE.

p.m.	p.m.	p.m.
5 8	7*s*14	9 47
5*x*18	7*x*18	9 58
5 28	7 28	10 8
5 38	7 38	10 20
5 46	7 51	10 34
5 58	7*x*58	10 48
6*x* 8	8 8	11 10
6 16	8 21	11 22
6 28	8 38	11 38
6*x*38	8 51	11 58
6*s*44	9 8	12 24
6*x*47	9 20	12 38
6*x*52	9*x*28	...
6 58	9*s*34	...
7*x*10	...	...

Calling at

Walham Green
Parsons Green
Putney Bridge

PUTNEY BRIDGE AND WIMBLEDON.

p.m.	p.m.	p.m.
5*x* 8	7*x*18	9 58
5 28	7 28	10 20
5 46	7 51	10 48
5 58	8 21	11 10
6*x*16	8 51	11 38
6 28	9 8	11 58
6*x*47	9*x*28	12 24
6 58	9*s*34	...

Calling at

Walham Green
Parsons Green
Putney Bridge
East Putney
Southfields
Wimbledon Park
Wimbledon

s Saturdays only.
x Saturdays excepted.

WEST KENSINGTON

Station at the following times for—

CITY, WHITECHAPEL, BROMLEY, EAST HAM And NEW CROSS.

p.m.	p.m.	p.m.	p.m.	p.m.
5 1*nc*	6 1*nc*	7 21*	8 31*nc*	10*nc*22
5F 11*e*	6*x*‡11*e*	7 31*nc*	8 41*e*	10 41*e*
5 18*	6*s* 11*b*	7 41*b*	9 1*nc*	10 51*
5*x* 26*b*	6 22*	7*x* 50*	9 11*e*	11 *nc*1
5 31*nc*	6 31*nc*	8 1*nc*	9 31*w*	11*nc*19
5*a*41	6 42*w*	8 11*e*	9‡ 41*e*	11‡34*e*
5*d*51	6 51*	8*x* 19*	9* 48*s*	11 49*b*
...	7 1*nc*	...	10 1*nc*	12 ç 19
...	7 11*b*		10*11	...

Calling at

Earls Court
Gloucester Road
Sth. Kensington
Sloane Square
Victoria
St. James' Park
Westminster
Charing Cross
Temple
Blackfriars
Mansion H'se
Cannon Street
Monument
Mark Lane
Aldgate East
St. Mary's

WHITECHAPEL :

Stepney Green
Mile End
Bow Road
Bromley
West Ham
Plaistow
Upton Park
East Ham (for Tilbury Line)

NEW CROSS LINE STATIONS :

Shadwell
Wapping
Rotherhithe
Deptford Road
New Cross

s Saturdays only.
x Saturdays excepted.
* To High Street (Kensington). Passengers for Gloucester Road and Stations beyond, by these trains, change at Earls Court.

Trains leave Gloucester Road and High Street (Kensington) for Baker Street, Kings Cross, &c., at 10 minutes' intervals. Last train, 12.2 from Gloucester Road, 12.5 from High Street (Kensington).

‡ Not to West Ham.
ç Stations to Mansion House only.
w Whitechapel trains.
b Bromley trains.
e East Ham trains.
nc New Cross trains.
a To East Ham, not calling at Stepney Green, Mile End, Bow Road, or West Ham, Saturdays excepted. To Bromley Saturdays only.
d To East Ham, not calling at West Ham, Saturdays excepted,
F After Whitechapel stops only at Plaistow and Upton Park, Saturdays excepted. To Bromley Saturdays only.

RICHMOND.	EALING.	HOUNSLOW. †	HARROW. †
p.m.	p.m.	p.m.	p.m.
5 32	5 13	5*s*13	5 13
6 2	5*23	5*xc*21*t*	5 43
6 32	5 43	5*s*43	6 13
7 2	5*m*53*	5*x* 53*t*	6 43
7 32	6 13	6*s*13	7 13
8 2	6*m*23*	6*x* 23*t*	7 43
8 32	6 43	6*s*43	8‡13
9 2	6*m*52*	6*x* 52*t*	8‡43
10 2	7 13	7 13	9‡22
10 32	7*x*23	7 43	9‡43
11 2	7 43	8 13	10‡20
11 32	8 13	8 43	10‡52
12 3	8 43	9 20	11‡20
12 26	9 20	9 43	11‡49
...	9 43	10 20	...
...	10 20	10 52	...
...	10 52	11 20	...
...	11 20	11 49	...
...	11 49	12 10*t*	...
...	12 34	1*z* 34	...

Calling at

Hammersmith
Ravenscourt Park
Turnham Green

Richmond Line Stns.
- Gunnersbury
- Kew Gardens
- Richmond

Ealing Line Stations.
- Chiswick Park and Acton Green
- Mill Hill Park
- Ealing Common
- Ealing Broadway

Hnsl'w Line Stations
- South Ealing
- Boston Road
- Osterley
- Hounslow Town
- Heston Hounslow
- Hounslow Barracks

H'row Line Stations.
- North Ealing
- Park Royal
- Perivale-Alperton
- Sudbury Town
- Sudbury Hill
- South Harrow.

*Not to stations beyond Chiswick Park on Saturdays.
x Saturdays excepted.
s Saturdays only.
m Change at Mill Hill Park for Ealing.
t Through Train.
c Does not call at Chiswick Park
† Change at Mill Hill Park unless otherwise shown.
‡ Not for Park Royal.
The Hounslow trains ar run alternately to Hounslow Town & Hounslow Barracks.

NOTE.—*The times of the Trains given above are subject to variation from time to time as may be necessary, but the above may be regarded generally as the times at which it is expected the Trains will run.*

SUMMARY OF TRAIN SERVICE ON DISTRICT RAILWAY.

Trains run to and from	East Ham.	Bromley.	New Cross.	Whitechapel.	Mansion House.	Earls Court.	Putney Bge. & Hurlingham	East Putney & Wimbledon.	Turnham Green.	Chiswick Park	Acton & Ealing.	Hounslow. *	Harrow.	Richmond.	CIRCLE. Inner.	CIRCLE. Outer.
	ABOUT EVERY					EVERY										
	mins.	mns	mins.	mns	mins.	mns	mns	mns	mins.	mins.	mins.	mns	mns	mins.	mins.	mins.
EAST HAM.....	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
Upton Park ...																
Plaistow																
West Ham		*Four Trains Hourly*			*Hourly*		*(Morning and Evening).*									
BROMLEY	30	15	20	15	15	15	15	30	15	15	30	30	30	30	15	30 Via Earls Court
Bow Road												*Barracks.*				
Mile End																
Stepney Green .																
WHITECHAPEL ...			*Five or six Trains Hourly (Morning and Evening).*													
NEW CROSS ...	30	20	7 or 8	20	30	30	30	30	30	30	30	30	30	30	20	30
Deptford Road.																
ROTHERHITHE ..																
Wapping																
Shadwell																
St. Mary's	30	15	12 / 30	15	10 / 5	10	15	30	10	15	30	30	30	30	10	30 Via Earls Court
ALDGATE EAST...																
Mark Lane																
Monument																
Cannon Street..																
MANSION HOUSE	30	15	30	15	3 or 4	6	15	30	10	15	30	30	30	30	10	30
Blackfriars																
Temple...																
CHARING CROSS																
Westminster ...																
St. James' Park																
VICTORIA																
Sloane Square.																
S. KENSINGTON																
Gloucester Rd..																
EARLS COURT ...	30	15	30	15	6	...	15	30	10	15	30	30	30	30	10	30
West Brompton	30	15	30	15	15	15	15	30	15	15	30	30	30	30	15	30
WALHAM GRN..																
Parsons Green																
PUTNEY BGE.																
& Hurlingham			*Six Trains Hourly (Morning and Evening).*													
East Putney ...	30	30	30	30	20	30	30	30	30	30	30	30	30	30	30	30
SOUTHFIELDS ...					*Four Trains Hourly (Morning and Evening).*											
Wimbledon Pk.																
WIMBLEDON ...																
W. Kensington.	30	15	30	15	10	10	15	30	10	15	30	30	30	30 / 30 / 15 / 15	10 / 10	30
HAMMERSMITH .																
Ravenscourt Pk																
TURNHAM GRN.																
Chiswick Park..	30	15 or 6	30	15	15	15	15	30	15	...	30	30	30	30	15	30
MILL HILL PK.	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
Ealing Cmn. ...																
EALING			*Four Trains Hourly (Morning and Evening).*													
North Ealing ...	30	30	30	30	30	30	30	30	30	30	30	30	30	30 Via Turnham Green	30 Via Earls Court	30 Via Earls Court
Park Royal.....																
Perivale Alp't'n																
Sudbury Town																
Sudbury Hill...																
SOUTH HARROW																
South Ealing ..	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
BOSTON ROAD...																
Osterley																
HESTON Hnslw.																
Hounslow Twn.																
Hounslow Brks																
Addison Road...	30	15	15	15	15	15	15	30	15	15 Via Earls Court	30 Via Earls Court			30	15 Via Earls Court	30
UXBRIDGE RD.																
High Street	30	15	10	15	10	10	15	30	10	15	30	30*	30	30	10	30
NOTTING H'L GT.	30	20	20	20	10	10	20	30	10 Via Earls Court	20 Via Earls Court	30 Via Earls Court			30 Via Earls Court	10	30 Via Earls Court
Bayswater																
Praed Street ...																
EDGWARE RD.										Change at Glo'ster Road, where Passengers re-book.						
Baker Street ...																
Portland Road																
Gower Street...																
KING'S CROSS ..	30	15	20	15	10	10	20	30	10	Acton (G.W.) & Ealing (G.W.) Passengers change at Paddington.				HOUR	10	...
Farringdon St.																
Aldersgate																
Moorgate.....																
Bishopsgate ...																
Aldgate (Met.)																

Four Trains Hourly (Morning and Evening) to and from East Ham Line.

Four Trains Hourly (Morning and Evening) to and from Bromley Line.

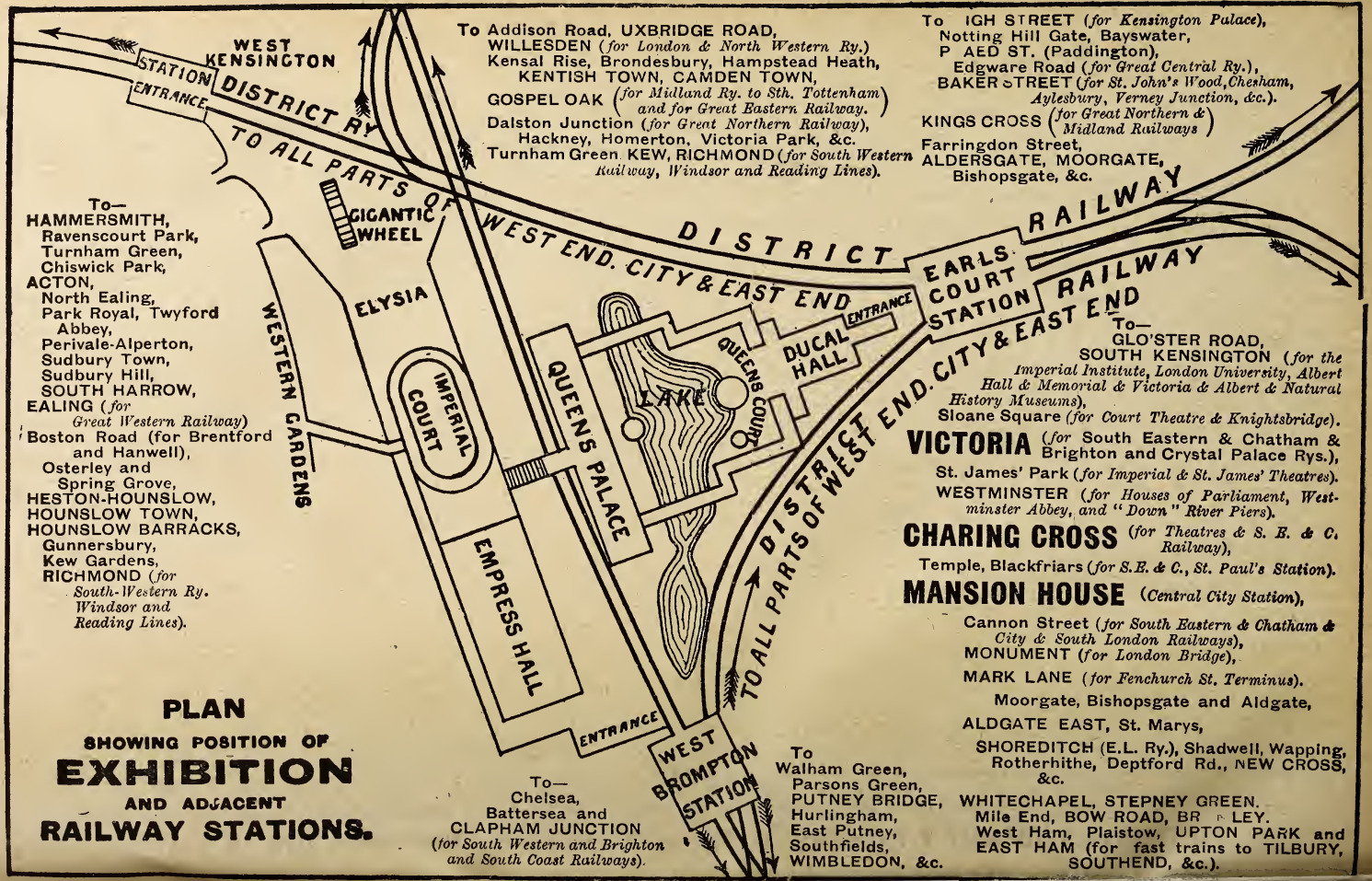
Four Trains Hourly (Morning and Evening) to and from Putney Line.

Four Trains Hourly (Morning and Evening) to and from Wimbledon Line.

Four Trains Hourly (Morning and Evening) to and from Acton and Ealing.

Six Trains Hourly (Morning and Evening) to and from Hounslow Town and Hounslow Barracks alternately.

The half-hourly Hounslow Svce. shown herein is run


WEST KENSINGTON STATION
ENTRANCE
DISTRICT RY
TO ALL PARTS OF
To Addison Road, UXBRIDGE ROAD, WILLESDEN (for London & North Western Ry.) Kensal Rise, Brondesbury, Hampstead Heath, KENTISH TOWN, CAMDEN TOWN, GOSPEL OAK (for Midland Ry. to Sth. Tottenham and for Great Eastern Railway. Dalston Junction (for Great Northern Railway), Hackney, Homerton, Victoria Park, &c. Turnham Green. KEW, RICHMOND (for South Western Railway, Windsor and Reading Lines).
To IGH STREET (for Kensington Palace), Notting Hill Gate, Bayswater, P AED ST. (Paddington), Edgware Road (for Great Central Ry.), BAKER STREET (for St. John's Wood, Chesham, Aylesbury, Verney Junction, &c.). KINGS CROSS (for Great Northern & Midland Railways) Farringdon Street, ALDERSGATE, MOORGATE, Bishopsgate, &c.
To— HAMMERSMITH, Ravenscourt Park, Turnham Green, Chiswick Park, ACTON, North Ealing, Park Royal, Twyford Abbey, Perivale-Alperton, Sudbury Town, Sudbury Hill, SOUTH HARROW, EALING (for Great Western Railway) Boston Road (for Brentford and Hanwell), Osterley and Spring Grove, HESTON-HOUNSLOW, HOUNSLOW TOWN, HOUNSLOW BARRACKS, Gunnersbury, Kew Gardens, RICHMOND (for South-Western Ry. Windsor and Reading Lines).
GIGANTIC WHEEL
ELYSIA
WESTERN GARDENS
IMPERIAL COURT
QUEENS PALACE
EMPRESS HALL
ENTRANCE
WEST END. CITY & EAST END
DISTRICT RAILWAY
EARLS COURT STATION
ENTRANCE
DUCAL HALL
QUEENS COURT
LAKE
To— GLO'STER ROAD, SOUTH KENSINGTON (for the Imperial Institute, London University, Albert Hall & Memorial & Victoria & Albert & Natural History Museums), Sloane Square (for Court Theatre & Knightsbridge).
VICTORIA (for South Eastern & Chatham & Brighton and Crystal Palace Rys.),
St. James' Park (for Imperial & St. James' Theatres).
WESTMINSTER (for Houses of Parliament, Westminster Abbey, and "Down" River Piers).
CHARING CROSS (for Theatres & S. E. & C. Railway),
Temple, Blackfriars (for S.E. & C., St. Paul's Station).
MANSION HOUSE (Central City Station),
Cannon Street (for South Eastern & Chatham & City & South London Railways), MONUMENT (for London Bridge),
MARK LANE (for Fenchurch St. Terminus).
Moorgate, Bishopsgate and Aldgate,
ALDGATE EAST, St. Marys,
SHOREDITCH (E.L. Ry.), Shadwell, Wapping, Rotherhithe, Deptford Rd., NEW CROSS, &c.
WHITECHAPEL, STEPNEY GREEN. Mile End, BOW ROAD, BR P LEY. West Ham, Plaistow, UPTON PARK and EAST HAM (for fast trains to TILBURY, SOUTHEND, &c.).
TO ALL PARTS OF
DISTRICT
WEST BROMPTON STATION
To— Chelsea, Battersea and CLAPHAM JUNCTION (for South Western and Brighton and South Coast Railways).
To Walham Green, Parsons Green, PUTNEY BRIDGE, Hurlingham, East Putney, Southfields, WIMBLEDON, &c.
PLAN
SHOWING POSITION OF
EXHIBITION
AND ADJACENT
RAILWAY STATIONS.

TRAVEL BY RAIL.—Information for Visitors to the NAVAL, SHIPPING & FISHERIES EXHIBITION.

If unable to obtain at Starting Station **Combined Rail and Entrance Tickets,** Visitors should refer to the Table given below in order to ascertain from what Station they should re-book on their arrival in London.

Visitors Starting from Stations on the following Railways.	*Arriving at one or other of the following Termini or Stations.*	*How connected.*	*Station from which should re-book*	*Time on Railway Journey.*
				mins.
GREAT CENTRAL	**Marylebone**	3 minutes walk	Edgware Road	21
			Baker Street	23
NORTH LONDON	Broad Street	Proceed *across City to Mansion House*	**Mansion House**	26
GREAT EASTERN	**Liverpool Street** ...	Station by 1d. 'Bus.		
GREAT EASTERN	Gospel Oak	Station adjoin...	Gospel Oak	39
GREAT EASTERN	**Fenchurch Street** ...	3 minutes' walk	**Mark Lane**	32
TILBURY & SOUTHEND ...				
TILBURY & SOUTHEND ..	East Ham	Platform adjoin	Through trains from **E. Ham.**	—
BRIGHTON & S'TH COAST	**Victoria**	Connected by Subway	**Victoria** (District)	11
	London Bridge	5 minutes' walk *across London Bridge* or by 1d. Omnibus	Monument	30
	London Bridge	Connected by Subway	**Cannon Street** (District)	28
	Cannon Street	2 minutes' walk through Villiers Street	Charing Cross (District) ...	18
SOUTH EASTERN & CHATHAM	Charing Cross	Connected by Subway	**Victoria** (District)	11
	Victoria	3 minutes' walk	Blackfriars	23
	Ludgate Hill or Holborn ...	Stations connected by Covered way	Cannon Street	28
	St. Paul's	2 minutes' walk		
CITY & SOUTH LONDON ...	**Lombard Street**		**Richmond**	22
SOUTH WESTERN (*Windsor and Reading Lines*)	**Richmond**	Stations adjoin	**Wimbledon**	20
SOUTH WESTERN (*Main Line*)	**Wimbledon**	Stations adjoin	Charing Cross (District) ...	18
	Waterloo	6 minutes' walk *across Hungerford Foot Bridge*	Westminster	16
		10 minutes walk or by 1d. Omnibus ...		
	Willesden	Stations adjoin	**Willesden**	18
NORTH WESTERN	Euston	7 or 8 minutes' walk	Gower Street	28
GREAT WESTERN (*Windsor Line*)	**Ealing** (G.W.)	Stations adjoin	**Ealing** (District)	19
GREAT WESTERN (*Main Line*)	Paddington	Connected by Subway	Praed Street	18
GREAT WESTERN (*Main Line*)	Gospel Oak	Stations adjoin	Gospel Oak	39
MIDLAND	**St. Pancras**...	3 minutes' walk		
	King's Cross (Met.)	Platforms adjoin	**King's Cross** (Met.) ...	31
GREAT NORTHERN ...	**King's Cross** (G.N.) ...	Connected by Subway		
	King's Cross (Met.)	Platforms adjoin	Canonbury	57
	Canonbury	Ditto	Dalston Junction	53
	Dalston Junction	Ditto		
GREAT NORTHERN & CITY	Moorgate	Proceed across City to Mansion House Station by 1d. Omnibus...	Mansion House	26
		Connected by Subway		
River Piers ("Down" ...)	Westminster Pier	Pier and Station adjoins	Westminster Station ...	16
River Piers ("Up" ...)	Putney Bdge. & Hrlnghm. Pier		Putney Bdge. & Hrlnghm. Stn.	7

PLACES OF AMUSEMENT AND ATTRACTION, THEATRES, CONCERT HALLS, ETC., SERVED BY DISTRICT RAILWAY.

NAME.	NEAREST DISTRICT (or Metropolitan) RAILWAY STATION.	Walking Distance from Station.
Agricultural Hall	King's Cross ...	15 minutes
Birkbeck Institute	Temple	10 ,,
British Art Gallery	Victoria or Westminster	15 ,,
British Museum	T'mple or Ch'ring X	15 ,,
Crystal Palace ...	Change at Victoria	
Exeter Hall ...	Charing Cross ...	4 minutes
*NAVAL, SHIPPING AND FISHERIES EXHIBITION and Empress Hall	EARLSCOURT, West Brompton Wt. Kensington	Adjoining
*Ask for Tickets	*including Admission.*	
Egyptian Hall	Charing Cross or St. James' Park	10 minutes
Imperial Institute	South Kensington	3 ,,
Institute of Painters in Water Colours	Charing Cross ...	15 ,,
Kensington Palace	High St. Kens'gton	5 ,,
London University (Imperial Institute)	South Kensington	3 ,,
Madame Tussaud's	Baker Street ...	2 ,,
National Gallery of British Art	Victoria or Westminster	15 ,,
Natural History Museum	South Kensington	2 ,,
National Gallery	Charing Cross ...	3 ,,
Olympia	Addison Road ... West Kensington	Adjoining 8 minutes
People's Palace	Stepney Green or Mile End	4 ,,
Polytechnic (Regent St.)	Charing Cross ...	20 ,,
Princes' Hall ...	Charing Cross ...	10 ,,
Queen's Hall ...	Charing Cross ...	20 ,,
Royal Albert Hall and Memorial	South Kensington	10 ,,
South Kensington Museum	South Kensington	2 ,,
St. George's Hall	Charing Cross ...	20 ,,
Victoria and Albert Museum	South Kensington	2 ,,
Zoological Gardens	Portland Road ...	15 ,,

NAME.	NEAREST DISTRICT (or Metropolitan) RAILWAY STATION.	Walking Distance from Station.
Theatres—		
Adelphi	Charing Cross ...	3 minutes
Alhambra ...	Charing Cross ..	6 ,,
Apollo	Charing Cross ...	10 ,,
Avenue	Charing Cross ...	Adjoining
Borough, Stratford	Plaistow	10 minutes
Britannia	Shoreditch (N.L.)	2 ,,
Coronet	Notting Hill Gate	2 ,,
Comedy	Charing Cross ...	8 ,,
Coliseum	Charing Cross ...	5 ,,
Covent Garden	Charing Cross or Temple ...	10 ,,
Criterion ...	Charing Cross ...	10 ,,
Daly's	Charing Cross ...	5 ,,
Drury Lane ...	Charing Cross or Temple ...	8 ,,
Duke of York's...	Charing Cross ...	3 ,,
Empire	Charing Cross ..	8 ,,
Gaiety	Temple	5 ,,
Garrick	Charing Cross ...	5 ,,
Great Queen St.	Charing Cross ...	10 ,,
Haymarket ...	Charing Cross ...	5 ,,
Hippodrome ...	Charing Cross ...	9 ,,
His Majesty's ...	Charing Cross ...	5 ,,
Imperial	St. James' Park ...	Opposite
Lyceum ...	Charing Cross or Temple ...	5 minutes
Lyric	Charing Cross ...	10 ,,
Lyric Opera House ...	Hammersmith ...	2 ,,
New Theatre ...	Charing Cross ...	5 ,,
Palace	Charing Cross ...	12 ,,
Prince of Wales'...	Charing Cross ...	8 ,,
Princess'... ...	Charing Cross ...	15 ,,
Royalty	Charing Cross ...	12 ,,
Royal Court ...	Sloane Square ...	Adjoining
Royal West London ...	Edgware Road ..	5 minutes
St. James'	St. James' Park ...	6 ,,
Savoy	Charing Cross ...	2 ,,
Shaftesbury ...	Charing Cross ...	10 ,,
Standard ...	Aldgate East ..	10 ,,
Strand... ...	Temple	2 ,,
Surrey ...	Westminster ...	18 (or by Tram)
Terry's	Charing Cross ...	5 minutes
Vaudeville ...	Charing Cross ...	3 ,,
Wyndham's ...	Charing Cross ...	7 ,,
Music Halls—		
Canterbury ...	Westminster ...	10 ,,
Granville	Walham Green ...	1 minute
Hammersmith Palace ...	Hammersmith ...	3 minutes
Metropolitan ...	Edgware Road ...	2 ,,
Middlesex	Charing Cross ...	5 ,,
New Cross Empire	New Cross ...	4 ,,
Oxford	Charing Cross ...	11 ,,
Paragon	Stepney Green ...	2 ,,
Pavilion	Charing Cross ...	10 ,,
Royal (Holborn) ..	Temple	10 ,,
South London ..	Westminster ...	20 (or by Tram)
Tivoli	Charing Cross ..	3 minutes

In addition there are many Theatres and Music Halls in the Suburban districts.

EARL'S COURT.

OMNIBUS ROUTES.

LONDON GENERAL OMNIBUS COMPANY, LIMITED.

The following Services of Omnibuses PASS THE EARL'S COURT EXHIBITION, *viz.* :—

FULHAM (PRINCE OF WALES) AND OXFORD CIRCUS.

Colour : BLUE (White panel).

Viâ Lillie Road, Brompton Road, South Kensington Station, Sloane Street, Piccadilly, Piccadilly Circus, Regent Street, Oxford Circus.

WEST KENSINGTON (CLARENCE) AND LIVERPOOL STREET,

Colour : WHITE (Red panel).

Viâ Walham Green, Chelsea, Victoria, Westminster Bridge and Charing Cross Stations, Strand, Bank, Liverpool Street.

WALHAM GREEN AND SHEPHERD'S BUSH.

Colour : GREEN.

Viâ Walham Green, North End Road, West Kensington Station, Addison Road Station, Shepherd's Bush Station.

WEST KENSINGTON AND SHOREDITCH.

Colour : BROWN (Red side panels). Route "L."

Viâ North End Road, Lillie Road, Richmond Road, Old Brompton Road, South Kensington Station, Brompton Road, Knightsbridge, Hyde Park Corner, Piccadilly, Piccadilly Circus, Regent Street, Waterloo Place, Charing Cross, Strand, Fleet Street, Ludgate Circus, Ludgate Hill, St. Paul's Churchyard, Cannon Street, Queen Victoria Street, Bank, Threadneedle Street, Bishopsgate Street, to Shoreditch. Return *viâ* Liverpool Street and Broad Street to Bank.

WEST KENSINGTON AND MILE END.

Colour : LIGHT GREEN (White panel).

Viâ Clarence, West Kensington, Lillie Road, Old Brompton Road, South Kensington Station, Sloane Street, Piccadilly, Shaftesbury Avenue, Holborn, Bank, Cornhill, Leadenhall Street, Aldgate, Whitechapel, Burdett Road.

PUTNEY AND BRONDESBURY.

Colour : BLUE (Red panel).

Viâ Putney High Street, Fulham Road, Walham Green, North End Road, Lillie Road, Old Brompton Road, Earl's Court Road, Kensington Church, Church Street, Notting Hill Gate, Westbourne Grove, Richmond Road, Harrow Road, West Kilburn, High Road, Kilburn.

Passing Earl's Court Station near Exhibition.

WEST HAMPSTEAD, OR FINCHLEY ROAD, AND FULHAM ROAD.

Colour : BLUE.

Viâ Earl's Court Road as above, to Kilburn High Road, thence *viâ* Quex Road and West End Lane, to West Hampstead and Kilburn. Priory, and Canfield Gardens to Finchley Road.

THE LONDON ROAD CAR COMPANY, LIMITED.

This Company has Four Routes of Omnibuses which immediately PASS THE ENTRANCES TO THE EARL'S COURT EXHIBITION PREMISES. *The particulars of same are as follows:—*

WEST KENSINGTON AND WHITECHAPEL.

Colour: BROWN (Red side panels). Route Letter "L."

Viâ North End Road, Lillie Road, Richmond Road, Old Brompton Road, South Kensington Station, Brompton Road, Knightsbridge, Hyde Park Corner, Piccadilly, Piccadilly Circus, Regent Street, Waterloo Place, Charing Cross, Strand, Fleet Street, Ludgate Circus, Ludgate Hill, St. Paul's Churchyard, Cannon Street, Queen Victoria Street, Bank, Cornhill, Leadenhall Street, Aldgate, to London Hospital, Whitechapel.

Service every Nine Minutes.

WEST KENSINGTON AND LONDON BRIDGE.

Colour: BROWN (Blue side panel). Route Letter "B."

Viâ Cedar's Hotel, North End Road, Lillie Road, Richmond Road, Old Brompton Road, South Kensington Station, Brompton Road, Knightsbridge, Albert Gate, Hyde Park Corner, Piccadilly, Piccadilly Circus, Shaftesbury Avenue, Charing Cross Road, New Oxford Street, Holborn, Holborn Viaduct, Newgate Street, General Post Office, Cheapside, Bank, King William Street, Monument, over London Bridge to Railway Station Yard.

Service every Nine Minutes.

FULHAM PALACE ROAD AND OXFORD CIRCUS.

Colour: BROWN. Route Letter "K."

Viâ "The Greyhound," Fulham Palace Road, Lillie Road, Richmond Road, Old Brompton Road, South Kensington Station, Brompton Road, Knightsbridge, Albert Gate, Hyde Park Corner, Piccadilly, Piccadilly Circus, Regent Street to Oxford Circus.

Service every Eight Minutes.

FULHAM PALACE ROAD AND LONDON BRIDGE RAILWAYS.

Colour: WHITE. Route Letter "D."

Viâ "The Greyhound," Fulham Palace Road, Greyhound Road, Queen's Club Gardens, May Street, North End Road, and thence as per route "B" to London Bridge.

Service every Nine Minutes.

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CAB DISTANCES FROM WARWICK ROAD ENTRANCE.

Measured by Authority of the Commissioner of Police of the Metropolis

WARWICK ROAD, TREBOVIR ROAD, EARL'S COURT, to or from:—

		MILES.	YDS.
Albert Rd., Regent's Pk.	*Avenue Rd.*	4	398
Bank of England	*Threadneedle Street*	5	568
Battersea Bridge	*Beaufort St., Chelsea*	1	664
Battersea Pk.	*Chelsea Suspension Bridge*	2	1094
Bayswater Road	*Porchester Terrace*	2	165
Bedford Square	*Bloomsbury*	3	1643
Belgrave Square		2	241
Berkeley Square		2	1714
Boltons, The (N.W. Corner)	*W. Brompton*	—	1078
Bryanston Square	*Marylebone*	3	257
Cambridge Cir. (centre)	*Charing Cross Rd.*	3	871
Campden Hill Road.	*Upper Phillimore Gardens*	1	111
Campden Hill Sq.	*Holland Pk. Aven.*	1	1095
Castelnau, Barnes, Lonsdale Road Within Radius, 1 m. 276 yds. Beyond Radius,—m.1611 yds.		2	127
Cavendish Square	*Marylebone*	3	1051
Charing Cross	*King Charles Statue*	3	968
Chester Square	*St. Michael's Church*	2	511
Clapham	*High Street, "The Plough"*	3	1673
Clapham Common	*Broomwood Road*	3	928
Dorset Square	*Marylebone*	3	803
Downing Street	*Treasury Passage*	3	1170
Earl's Court Road	*Cromwell Road*	—	608
Eaton Square	*St. Peter's Church*	2	619
Eccleston Square (S.W. Corner)	*Pimlico*	2	1007
Edgware Road	*Marylebone Road*	2	1683
Fleet Street	*Fetter Lane*	4	686
Fulham Road	*W. London Cemetery, Brompton*	—	1312
Fulham High Street, Fulham Road Within Radius, 1 m. 714 yds. Beyond Radius, —m. 689 yds.		1	1403
Fulham Palace Road, Lillie Road Within Radius, 1 m. 84 yds. Beyond Radius, —m. 608 yds.		1	692
Gloucester Road	*Queen's Gate Terrace*	—	1695
Gloucester Square	*Paddington*	2	997
Golden Square	*St. James's*	5	463
Grosvenor Place	*Chapel Street*	2	633
Grosvenor Square	*Mayfair*	2	1736
Grove End Road	*Circus Road, St. John's Wood*	3	1233
Hamilton Terrace	*Abercorn Place St. John's Wood*	3	1300
Hammersmith Road	*Brook Green*	1	65
Harley St.	*Devonshire St., Marylebone*	3	1472
High Holborn	*Southampton Street*	3	1684
Houses of Parliament	*Centre of Palace Yard*	3	936
Lisson Grove	*Marylebone Road*	3	366
London Bridge	*Adelaide Place, City*	5	859
Long Acre	*St. Martin's Lane*	3	881
Ludgate Circus	*City*	4	1010
Manchester Square	*Marylebone*	3	648
Marble Arch	*Oxford Street*	2	1715
Marylebone Road	*Albany Street*	4	179
Oxford Street	*Regent Circus*	3	816
Oxford Street	*New Bond Street*	3	701
Paddington Green (S. Side)	*The Church*	2	1752
Pall Mall	*War Office*	3	352
Park Lane	*Grosvenor Gate*	2	1561
Piccadilly	*Half Moon Street*	2	1113
Piccadilly Circus	*Regent Street*	3	235
Portland Place	*Weymouth Street*	3	1545
Post Office (Gen.)	*St. Martin's le Grand*	5	3

RAILWAY STATIONS.

		MILES	YDS
Addison Road	*West London Extension*	—	1459
Cannon Street	*South Eastern*	5	432
Charing Cross	*South Eastern*	3	1184
Clapham Jun. (L.B. & S.C.)	*Prested Road Cabstand*	2	1757
Clapham Jun. (L. & S.W.)	*Cabstand*	3	247
Euston	*North Western*	4	1360
Fenchurch Street	*Blackwall*	5	1335
King's Cross	*Great Northern*	5	190
Liverpool Street	*Great Eastern*	5	1370
London Bridge	*London and Brighton*	5	6.5
Mansion House	*Metropolitan District*	5	109
Marylebone	*Great Central*	3	622
Moorgate Street	*Metropolitan*	5	886
Paddington	*Great Western*	2	1280
St. Pancras	*Midland*	4	1700
St. Paul's	*Chatham & Dover*	4	1199
Vauxhall	*South Western*	3	1150
Victoria (Centre of Frontage)		2	1203
Waterloo (L. & S. W.)	*Main Line Depart.*	4	419
Westbourne Park	*Great Western*	2	926
Red Lion Sq. (St. John's Ch.)	*Holborn*	4	193
Regent's Park	*Cumberland Terrace (Centre of)*	4	1090
Regent's Park	*Hanover Gate*	4	2
Regent Street	*Langham Pl., The Church*	3	1150
Russell Square	*Bloomsbury*	4	418
St. George's Square	*Lupus St., Pimlico*	3	72
St. James's Sq.	*York St., St. James's*	3	234
St. Paul's Churchyard	*Ludgate Hill*	4	1346
Shaftesbury Av.	*Broad St., Bloomsbury*	3	1209
Shepherd's Bush Green (East End of)		1	767
Sloane Square (S.E. Corner) Railway Court Theatre Railway Station		1	1690
Sloane Street	*Pont Street*	1	1528
Soho Square (S.W. Corner)	*Frith Street*	3	1014
Strand	*Law Courts*	4	356
Tavistock Square	*St. Pancras*	4	933

THEATRES, PLACES OF AMUSEMENT, ETC.

Adelphi Theatre	*Strand*	3	1256
Albert Hall	*Kensington Road*	1	766
Alhambra	*Leicester Square*	3	697
Drury Lane Theatre	*Catherine Street*	3	1489
Haymarket Theatre		3	587

N.B.—The Distances are measured from the Centre of Warwick Road, opposite the centre of Trebovir Road, to the centre of Roads, Entrance Gates of Hospitals and Cemeteries, Booking Offices of Railway Stations, the N.W. Corners of Squares, unless otherwise stated, and across Hyde Park when that route shortens the distance.

METROPOLITAN POLICE OFFICE,
11th April, 1900.

One Mile is 1,760 yards.

E. R. C. BRADFORD,
The Commissioner of Police of the Metropolis.

CAB DISTANCES FROM WEST BROMPTON ENTRANCE.

Measured by Authority of the Commissioner of Police of the Metropolis.

WEST BROMPTON STATION, RICHMOND ROAD, to or from :—

		MILES.	YDS.
Albert Rd., Regent's Pk.	*Avenue Rd.*	4	758
Bank of England	*Threadneedle Street*	5	613
Battersea	*St. Mary's Church, Ch. Rd.*	1	1518
Battersea Bdge	*Beaufort St., Chelsea*	1	568
Bedford Square	Bloomsbury	3	1688
Belgrave Square		2	228
Berkeley Square		2	1759
Bloomsbury Square		4	69
Boltons, The (N.W. Corner)	*W. B'mpt'n*	—	982
Bryanston Square	*Marylebone*	3	398
Buckingham Pal. Rd.	*Ebury Bridge*	2	578
Cambridge Cir. (centre)	*Charing Cr. Rd.*	3	910
Campden Hill Sq.	*Holland Park Av.*	1	1600
Cavendish Square	*Marylebone*	3	1096
Charing Cross	*King Charles' Statue*	3	1013
Chester Square	*The Church*	2	484
Cl'ph'm Com (S.E. Cr.)	*Balham Hill Rd.*	3	1445
Dorset Square	*Marylebone*	3	940
Downing Street ...	*Treasury Passage*	3	1120
Earl's Court Road	*Cromwell Road*	—	1123
Eaton Square	*The Church*	2	606
Eccleston Sq. (S.W. Corner)	*Pimlico*	2	965
Edgware Road ..	*Marylebone Road*	3	64
Elgin Avenue ...	*Shirland Road*	3	758
Fleet Street	*Fetter Lane*	4	681
Fulham Rd.	*W. Ln. Cemetery, Brompton*	—	1216
Gloucester Rd.	*Queen's Gate Terrace*	1	245
Gloucester Square	*Paddington*	2	1138
Golden Square	*St. James's*	3	508
Grosvenor Place ..	*Chapel Street*	2	620
Grosvenor Square	*Mayfair*	3	21
Grove End Rd.	*Cir. Rd., St. John's Wd.*	3	1593
Hamilton Terrace	*Abercorn Place, St. John's Wood*	3	1660
Hammersmith Broadway			
Within Radius, 1 m. 609 yds.		1	1107
Beyond Radius, — m. 498 yds.		1	1107
Hanover Square		3	705
Harley St.	*Devonshire St Marylebone ...*	3	1613
Harrow Road ...	*Elgin Avenue*	3	106
High Holborn	*Southampton Street*	3	1729
Houses of Parliament	*Cen. of Pal. Yd.*	3	911
Kensington High Street	*Church St.*	1	472
King's Road, Chelsea	*Sydney Street*	1	858
Knightsbridge	*Sloan Street*	1	1594
Ladbroke Grove ...	*St. John's Church*	2	248
Lavender Hill ...	*The Town Hall*	2	1257
London Bridge	*Adelaide Place, City*	5	904
Long Acre	*St. Martins Lane*	3	926
Ludgate Circus	*City*	4	1055
Maida Hill,	*Aberdeen Place, Edgeware Rd.*	3	746
Manchester Square	*... Marylebone*	3	765
Mansion House	*City*	5	514
Marble Arch ...	*Oxford Street*	3	96
Marylebone Rd.	*St. Marylebone Ch.*	3	1434
Onslow Square	*Brompton*	1	96
Oxford Street	*Tottenham Court Road*	3	1297
Paddington Green	*... The Church*	3	352
Pall Mall	*War Office*	3	397
Park Lane	*Grosvenor Gate*	2	1606
Pembridge Square	*Notting Hill*	2	65
Piccadilly	*Old Bond Street*	2	1594
Piccadilly Circus ...	*Regent Street*	3	280
Portland Place	*Weymouth Street*	3	1614
Post Office (Gen.)	*St. Martin's le Grand*	5	48
Queen Anne's Gate	*Western Side, Westminster*	3	269
Queen's Rd., Bayswater	*Porchester Gdns.*	2	673

RAILWAY STATIONS.

Addison Road	*West London Extension*	1	217
Cannon Street ..	*South Eastern*	5	107
Charing Cross	*South Eastern*	3	1229
Clapham Jun. (L.B. & S.C.)	*Prested Road Cab Stand*	2	1661
Clapham Jun. (L. & S.W.)	*Cab Stand*	3	68
Euston	*North Western*	4	1406
Fenchurch Street ...	*Blackwall*	5	1380
King's Cross	*Great Northern*	5	235
Liverpool Street ...	*Great Eastern*	5	1415
London Bridge	*London and Brighton*	5	650
Mansion House	*Metropolitan District*	5	154
Moorgate Street ..	*Metropolitan*	5	931
Paddington	*Great Western*	2	1640
St. Pancras	*Midland*	4	1745
St. Paul's ...	*Chatham and Dover*	4	1244
Vauxhall ...	*South Western*	3	1108
Victoria (centre of frontage)		2	1178
Waterloo (L. & S.W.)	*Main Line Depart*	4	412
Westbourne Park ...	*Great Western*	2	1401
Red Lion Sq. (St. John's Ch.)	*Holborn*	4	238
Regent's Pk	*Cumberland Ter. (Centre of)*	4	1294
Regent's Park	*Hanover Gate*	3	1625
Regent Street	*Langham Pl., The Church*	2	1195
Russell Square	*Bloomsbury*	4	163
St. George's Square	*Lupus St., Pimlico*	3	30
St James's Square	*York St., St. James's*	3	279
St. Paul's Churchyard	*Ludgate Hill*	4	1391
Shaftesbury Aven.	*Broad St., Bloomsbury*	3	1254
Shepherd's Bush Green (East End of)		1	1285
Sloane Square (S.E. Corner) Royal Court Theatre / Railway Station		1	1648
Sloane Street ...	*Pont Street*	1	1515
Soho Square (S.W. Corner)	*Frith Street*	3	1059
Somerset House ..	*Strand*	3	1745
Southwick Crescent (Paddington)	*The Church*	2	1338
Strand	*Law Courts*	4	401
Tavistock Square ...	*St. Pancras*	4	978

THEATRES, PLACES OF AMUSEMENT, ETC.

Adelphi Theatre	*Strand*	3	1301
Albert Hall	*Kensington Road*	1	1076
Alhambra	*Leicester Square*	3	742
Botanic Gardens ..	*Regent's Park*	4	149
Covent Garden Theatre ...	*Bow Street*	3	1393
Drury Lane Theatre	*Catherine St.*	3	1534
Gaiety Theatre	*Strand*	3	1646
Globe Theatre	*Newcastle St., Strand*	4	150
Haymarket Theatre		3	639
Imperial Institute		1	610
Lyceum Theatre,	*Wellington St., Strand*	3	1649
Lyric Theatre	*Shaftesbury Avenue*	3	501
Madame Tussaud's	*Marylebone Road*	3	1214
National Gallery	*Trafalgar Square*	3	967
Pavilion Theatre	*Whitechapel Road*	6	909
Prince of Wales's Theatre	*Coventry St*	3	489
Princess's Theatre	*Oxford Street*	3	1122
Royalty Theatre ...	*Dean St., Soho*	3	888
St. James's Hall ..	*Regent Street*	3	289
St James's Theatre	*King St., St. James's*	3	122
Shaftesbury Theatre	*Shaftesbury Av.*	3	792
Westbourne Grove	*Hereford Road*	2	539

N.B.—The distances are measured from centre of road opposite centre of Booking Office (West London Extension), to the Centres of Roads, Entrance Gates of Hospitals and Cemeteries, Booking Offices of Railway Stations, the N.W. Corners of Squares, unless otherwise stated, and across Hyde Park when that route shortens the distance.

METROPOLITAN POLICE OFFICE,
25th October, 1897.

One mile is 1,760 yards.

E. R. C. BRADFORD,
The Commissioner of Police of the Metropolis.

Society for Promoting Christian Knowledge.

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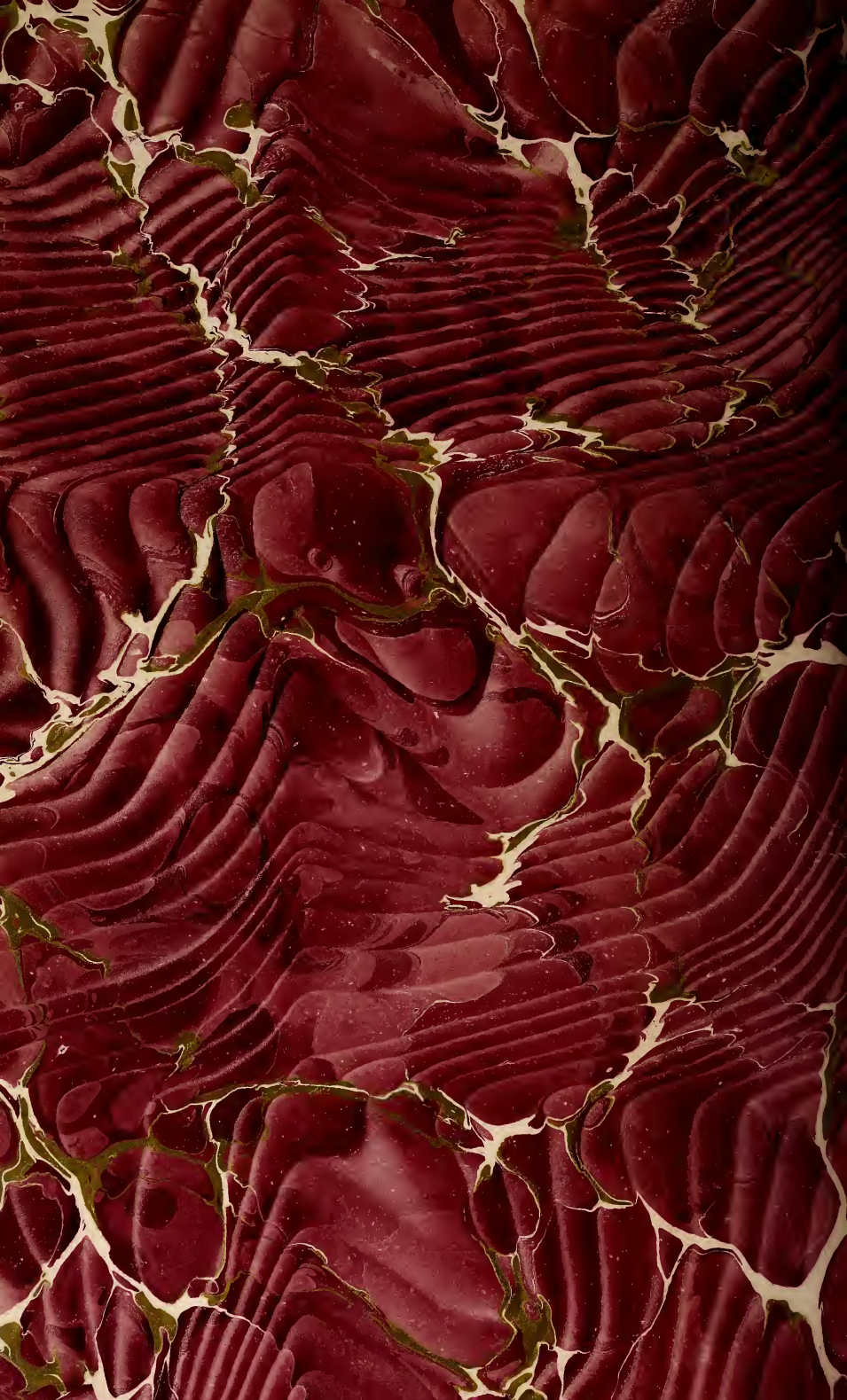

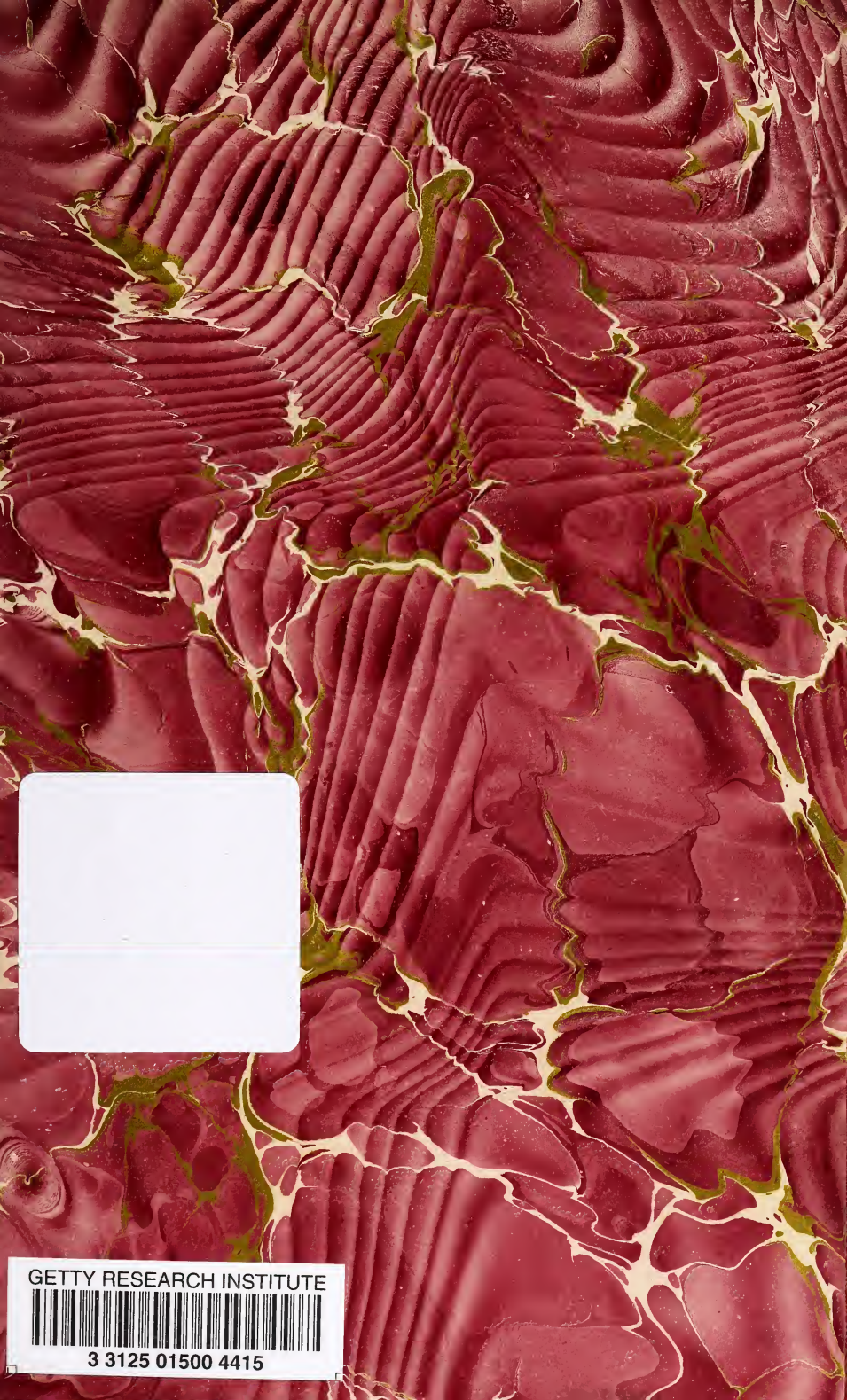
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